August, 1990

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COMPETITION PLUS

THE R/C CAR MAGAZINE

18th Annual McCoy Championship

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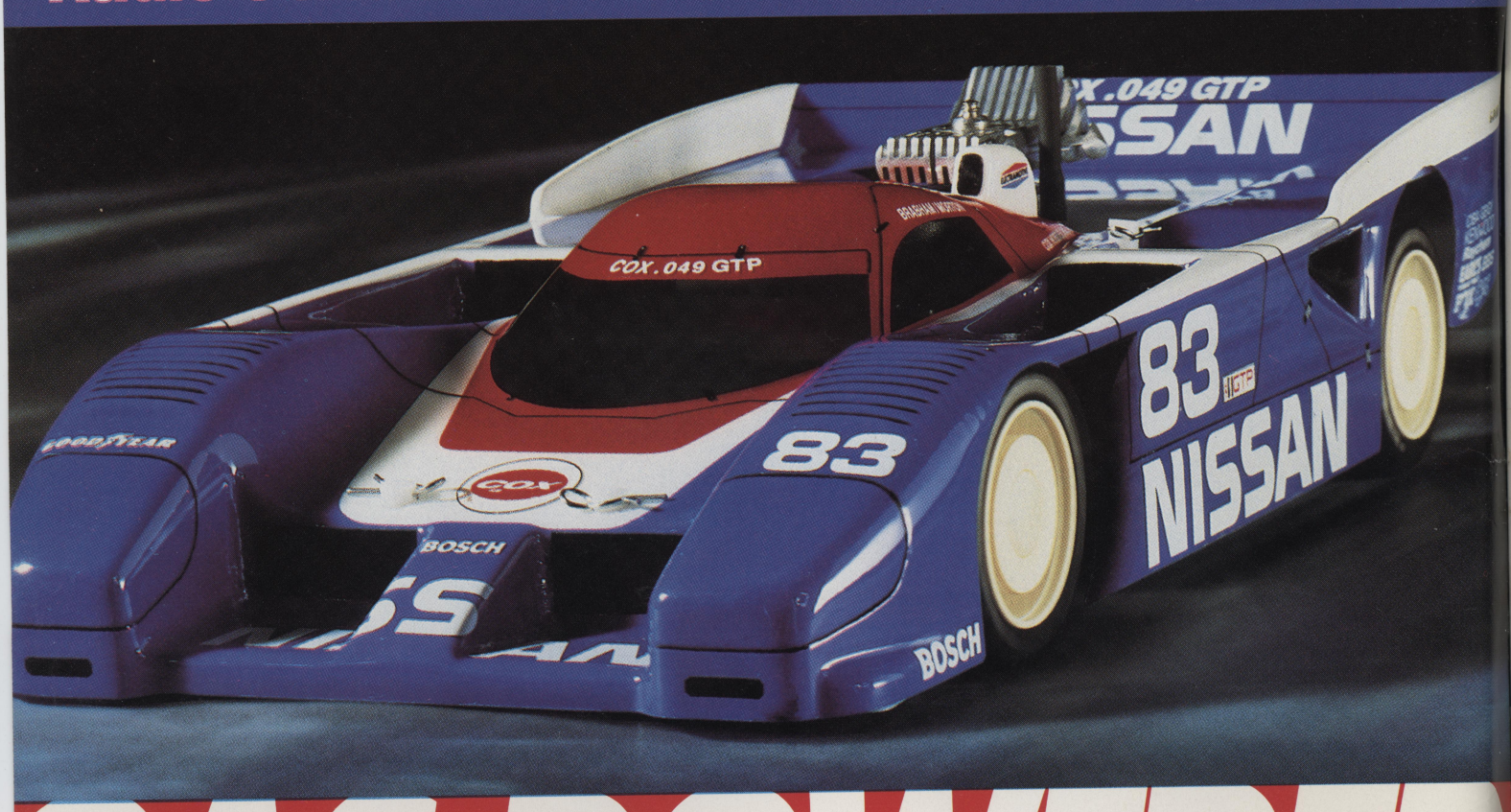
Parma's "Days of Thunder" Mello Yellow Car

Top Ten Answers on Batteries and Wire

.049 GTP NISSAN

Radio Controlled 1/12 Scale On-Road Race Car



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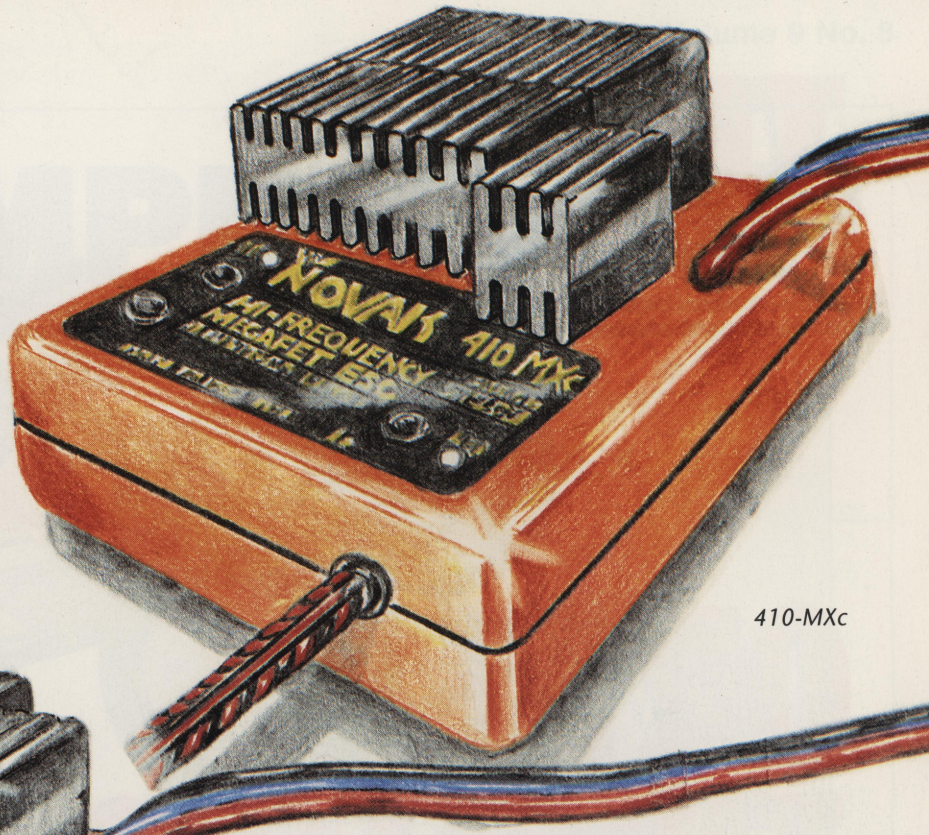
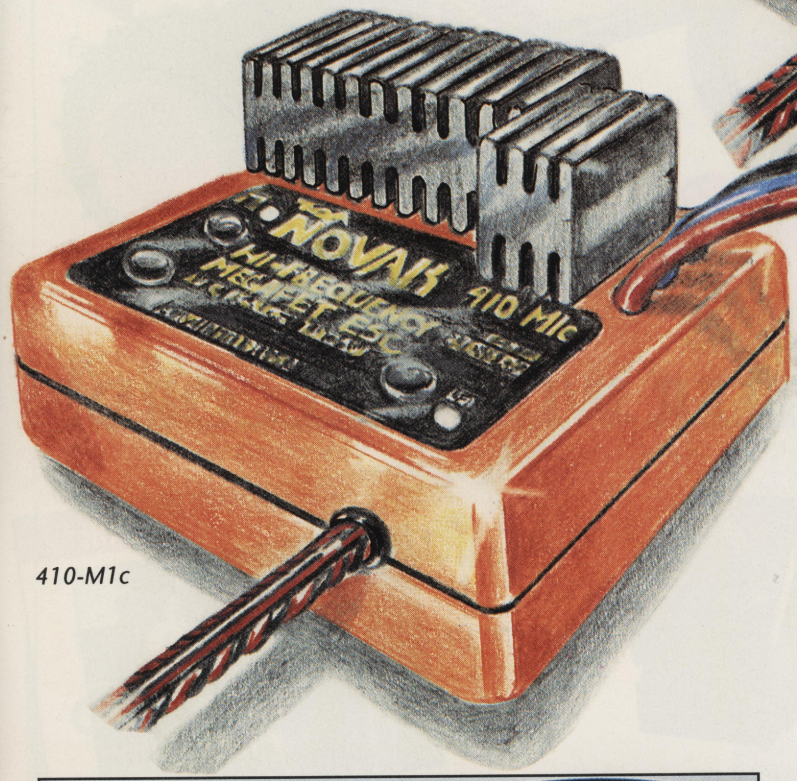


410-MXc



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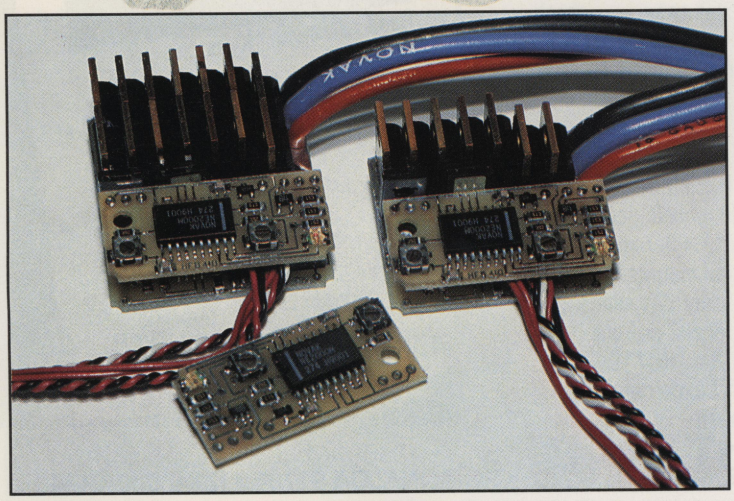

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Artist renderings of 410-M1c and 410-MXc shown.

THRILL OR BE THRILLED?

THE JR-XT SWEEPS THE 1990 R.O.A.R. NATIONALS!

FACT: 19 out of 20 cars in the "A" mains were Team Losi trucks.

FACT: 1st, 2nd, 3rd and T.Q. modified were all powered by Revolution Motors.

FACT: The JR-XT has won EVERY N.O.R.C.C.A. and R.O.A.R. Monster Truck National Championship.

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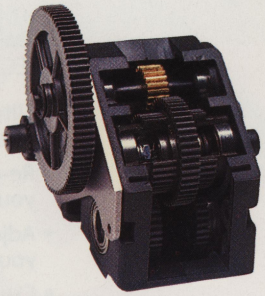

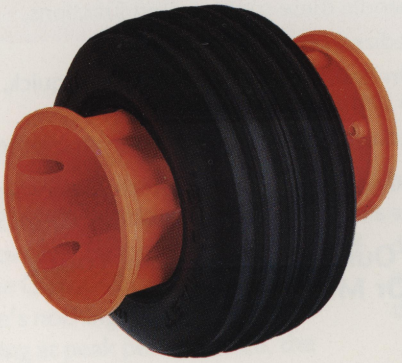

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2nd — Scott Brown
3rd — Kyle Reed
T.Q. — Jon Anderson

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2nd — Jack Johnson
3rd — Gary Kyes
T.Q. — Jack Johnson

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August, 1990 Volume 9 No. 8

COMPETITION PLUS

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Introducing the new Parma "Mellow Yellow" car and a background of NASCAR.

About The Cover

The JRxT is THE major player in monster truck racing today.
Check out the article on the JRxT and how you can be an R/C star! *Photo By Dennis Weathers*

MAILBOX

AGAINST STIFLING ADVANCES

Dear Mr. Barana:

Once again, I am compelled to write to comment, this time concerning the "Finish the Lap You're On" of the June Issue.

The idea of limiting the legality of certian R/C performance products is both ludicrous and counter productive to the continued growth of the sport. A major part of racing (in any form) is technology. Without advancements in technology, radio control as we know it today would be non-existent.

Please don't misunderstand me; I'm not suggesting that all rules or limitations be tossed out. We need, and have, a set of guidelines to be followed, and our machines must meet those guidelines to be legally raced. What I am against is the stifling advances within the rules. Manufacturers must develop and test prototypes in small quantities as part of their research and development program. What sometimes works great on paper is a miserable failure on the track and producing thousands of untested units that don't work well (and therefore won't sell) doesn't make good business sense.

What of the independent racer who tinkers with his or her machine and develops a "one-of" part that gives them the edge on the track? Would that part be illegal, strictly because it isn't available to all racers? If so, I'd better toss my cars in the trash right now!

I've heard and read many proposals regarding special parts limits, cell limits, motor limits, body limits, etc., etc, and all of them boil down to one common element; keeping the cost of racing down. It's just another twist to an old, and futile argument. Racing is technology, and technology costs money. How fast can you afford to go? Restrict the amount of money that can be spent on GoFast Part A, and someone will spend more on GoFast Part B to beat you.

Some may argue that the costs of keeping up with the technological advances of the sport will kill R/C racing in much the same way it killed slot cars. Rising costs only affect those whose goal is to win the A main. If you are happy racing against people with equal equipment and driving skills, then you should be happy now. Isn't that what generally happens in the mains after qualifying sorts everyone out? Most mains, particularly at large events, are decided by driving skill, be it the A main with top of the line equipment, or the Z main, with last year's cars, tires, motors, and batteries that have been "zapped" one too many times.

So far, I haven't heard of anyone selling "Driving Skill in a Can!" My advice: enjoy racing at whatever level you can compete at, do the best you can, improve your skills and stop griping!

Sincerely,
Paul E. Lindewall

□

SOLUTION FOR 1/8

Dear Peter,

A while back you penned an editorial on 1/8 scale gas racing. Or, to be more specific, the decline of same. I'm not racing gas cars at the present time. In fact, I've only driven a gas car twice in the last four years. However, I do share your concern with the recent developments that has affected the oldest form of R/C car racing in the world. And I've yet thwarted my plan to buy and race a gas car someday, although I must admit that, at the moment, I'm simply entertaining thoughts on such an endeavor.

You mentioned cost as one of the reasons for the decline of 1/8 gas racing. Well, I think you were partially correct. Cost is THE reason why 1/8 gas is dying! I think you'll agree with me that 1/8 gas racing in North America was at its healthiest prior to the development and introduction of the first full-suspension and then the 4WD cars. I'm not blind to the fact that technology costs, and the manufacturers are in turn forced to increase the price of their product to not only make a profit, but recoup the expense of production as well. But as the level of technology continued to rise, the interest in 1/8 gas began to diminish at an alarming rate.

The cost situation doesn't seem to be getting any better. In fact, I think it's going to get much worse. At the Nuremberg Model Fair (Europe's premier model exposition) this year, Picco introduced its first entry in the gas car wars, an all-alloy version of the Kyosho Blitz (the BMT in the U.S.). The car featured hand-machined aluminum components in place of the plastic units in the Kyosho car. No production date was disclosed, but I suspect the car will be the choice of a number of Italian drivers at the IFMAR World Champs. No price target was revealed, either, but it is believed that the new car

will command a price in the range of $1,000. Picco motor not included!

Speaking of motors, those who could afford a Ron Paris-tuned engine know that it's worth every penny. But the asking price of over $200 is certainly a far cry from several years ago, when you could buy a K & B motor for under $100. Back then, however, even the humble K & B was thought to put more power than the old pan cars could handle. Now, with taming devices like 4WD drive-train and 2-speed transmissions, overpowering a 1/8 gas car is no longer possible. At least not legally, anyway!

Is there a solution to the cost problem? A few years ago, Peter Bervoets, co-owner of Berton, the manufacturer of the Serpent cars, offered a solution. Peter believed, and still does, I presume, that the 4WD cars, by virtue of their ease od driveability, are here to stay. Rather than trying to promote the obsolete 2WD class, Peter suggested that a cheaper version of the 4WD car be created. Cost could be cut in a number of areas by banning such expensive equipment as 2-speed transmissions, exotic composites and alloys, and oil-filled shocks (!). Further reduction in cost could be extended in the form of stock (unreworked) engines and a spec tire rule.

Meneer Bervoets was to present his proposal before the EFRA (the European equivalent of ROAR) board, but I've yet to hear anything regarding the subject. The plan sounds like a terrific idea, one that would benefit both the racers and manufacturers, and the sport of 1/8 gas as a whole. Above all, it's the only viable solution offered by someone with a vested interest in the sport, in this case, a manufacturer. It would be a shame not to consider this alternative to the present situation in 1/8 gas.

Well, this diatribe on gas racing is getting a bit long. But I hope that steps will be taken soon to improve the current affair of 1/8 gas. Publications such as yours seem to be the most effective means of getting the message across, and I hope that those with the capacity to make a difference will find the motivation to do so.

Sincerely,
Mike Liem
Tacoma, Wa

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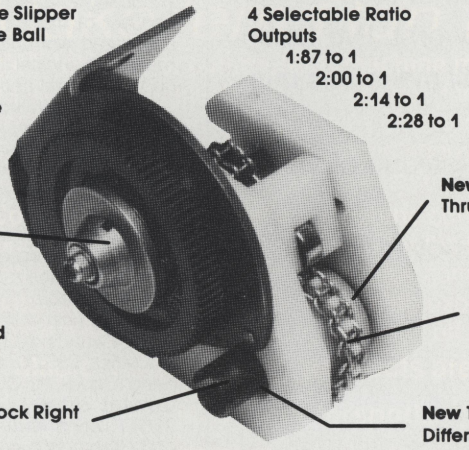
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Finish the Lap You're On . . .

A LITTLE JEALOUSY

By the time you read this most of the Nationals will be completed. As in past years, I would quickly like to congratulate all the winners who captured titles in 1990. I, like many thousands of others around the country, both envy and admire your accomplishments.

Actually, if I can be honest, I probably have more than my fair share of envy. As many have been "priviledged" enough to see (actually I think the word should be misfortune) I can push a car through the corners pretty good. I've taken my share of A Mains in off-road at the club level, and have done pretty good at big races.

My biggest claim to fame was a few years back when I qualified 11th at the First Reedy Race of Champions in the 2WD Modified Class. No, not a good enough performance for the cover, but I am still proud as anybody really should be.

I guess why I'm pretty envious is that despite everything I try, I still make those mental mistakes that cost you big in a race. You know the type of mistakes you see others make but think you're to smart to make.

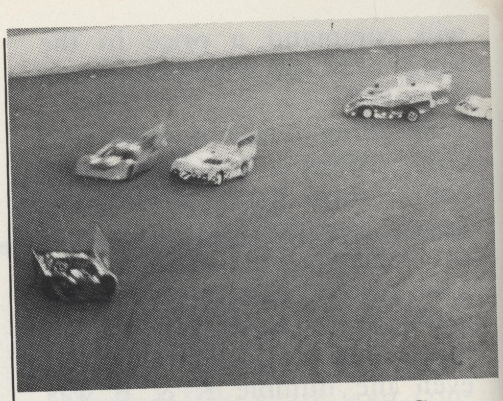
The single biggest error in my driving comes when I'm dicing for position and I'm a car length or two back. Invariably I'll get bored with my inability to make up ground and I'll try to capture the position all in one corner. The usual result to this novice move, is to lose further ground by overshooting a corner, at best. At the worst, I've taken myself right out of the race by getting hung up. I still make this mistake after more than a decade of racing!

So this month I'd like to confess that, yes, I am jealous of all the National Champions.

Someday I'm going to get a title . . . maybe not a ROAR or NORCCA National title, but a title nonetheless.

Keep Having Fun!

PETER BARANA



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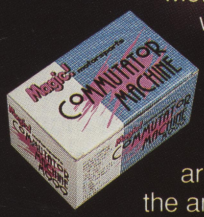

Joel's Magic! Commutator Machine corrects these problems by grinding the commutator perfectly round again, leaving a new surface for the brushes to ride on, so they can pass maximum voltage to the armature. Grinding instead of cutting the commutator results in a truer finish and removes less material so the armature lasts longer. There are also no expensive diamond tool bits to sharpen or replace. It is completely portable, fits in any tool box and runs off any 6 cell battery pack (motor and battery not included).

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PIT BOARD

BRIAN LANDGRAFF WINS 2WD ROAR DIRT OVAL NATIONALS IN TRINITY TEAM DEBUT

Flyin' Brian Landgraff celebrated his move to the Trinity Team with a National Title in his first outing. Brian lead teammate Joel "Magic" Johnson across the line for a one, two finish at this year's ROAR Dirt Oval Nationals recently held in Texas. This win celebrated several firsts; Brian's first win for Trinity, Trinity's first dirt oval title, in their first try and the first title for the new Intimidator 2WD car from Custom Works.

Brian is one of the best oval racers in the world, and along with his car designer father, Jerry, they have changed dirt oval racing forever. The Landgraffs have taken dirt oval racing and raised the technology level equal with the highest forms of real car racing. The days of simply putting down your car and turning left are over. The Landgraffs have made dirt oval racing a 200 mph art form.

Brian's move to Trinity was the result of the new Intimidator 2WD car and the latest version of the Dominator which have chassis that allow you to hook up as much power as you can make last 4 minutes. Brian felt that the combination of Trinity Pushed Sanyos and Trinity Monster Horsepower would provide him with the most power for his cars. The move to Trinity also made Joel "Magic" Johnson and Bob Light available to run the Custom Works cars at National events. This was a good move as Joel was TQ in 2WD and finished second to Brian and Bob was second to Rob Cutman in 4WD.

Trinity welcomes Brian to the team and hopes this victory is simply the first of many to come.

FIRST PHILADELPHIA MODEL HOBBY SHOW A WINNING EVENT!

Trade members from throughout the Eastern Seaboard were joined by thousands of hobby enthusiasts at the premiere of the Philadelphia Model Hobby Show on May 3-6, 1990 at the Philadelphia Civic Center.

More than 200 manufacturers and suppliers presented their latest products: radio control vehicles included cars, boats, motorcycles and aircraft; model trains ranged in all sizes, many operating on elaborate layouts; R/C and model train accessories were well represented.

"The KYOSHO Cup" was awarded for the first time by Great Planes/KYOSHO to International Race of Champions (I.R.O.C.) winner Joe Scarbourgh. Racing for Tech-Toys, he completed 41 laps in 3:01.8 on the 30 ft. x 50 ft. flat track. All competing drivers raced the KYOSHO "Sideways" sprint car equipped with Novak T4 speed controls and Futaba Magnum Jr. radios. Action Raceway and Hobby Center, a Gibbstown, New Jersey hobby shop well experienced in organized R/C racing, ran the race.

Novak's own Tyree Phillips captured second place. Third place finisher was Mark Gillian, racing for BoLink. Fourth place went to Joel Johnson who raced for Trinity, and Jay Halsey of Jammin' finished fifth.

The next race in the series will be held at the Chicago Model Hobby Show, O'Hare Expo Center, October 18-21, 1990. The Shows are sponsored by the Radio Control Hobby Trade Association (RCHTA), and co-sponsored by the Model Railroad Industry Association (MRIA).

LIGHT SWEEPS MODIFIED REGIONAL FOR 8TH STRAIGHT CHAMPIONSHIP

Bob "Bullet" Light was the A main winner and also TQ at the ROAR Region 4 10th scale On-Road Modified Championships held at the new Oasis Hobby Park in Houston, TX. Bob was the only modified class driver capable of running a blistering fast 18 lap pace all weekend, which as usual made Bob the class of the Region 4 drivers, giving him a lap cushion over the entire field.

Bob won the race lapping the second place finisher and teammate Tommy Porforio right at the end. This time around Bob ran a Speedworks 05 Tony Neisinger Signature, 14 turn quad motor and, of course, Trinity Pushed SCE batteries. Bob's race car was the TRC/Composite Lynx II running on TRC green dot tires all around.

DALLAS DOMINATION

At the 1990 1/10th Scale On-Road Nationals in Dallas, the competition was fierce and the weather was hot. This was an excellent test of man and machine. Jack Kloeber used the Class Venturi Brush and the Class AC Peak Charger to dominate the stock division and win the National Championship. Jack won every round of qualifying and was top qualifier with the only 15 lap run. In the A main, 5 out of 10 drivers used the Venturi Brush including the third place car of Shawn Rayfield. Congratulations to Jack Kloeber and

Team Class, 1990 1/10th Scale National Champions.

MAGIC MAN MOVES TO SCHUMACHER

Joel "Magic" Johnson will now be campaigning the Schumacher line of cars at off-road races through out the US. As the lead driver on Team Trinity, Joel was under contract with the Kyosho Corporation of Japan to use their cars in all off-road events.

Joel has decided not to renew his contract and departed from the Kyosho team on very friendly terms, Joel gave Kyosho a World Championship victory at the 1987 IFMAR Championships.

Joel has signed with Schumacher and will now be running their Cougar in 2WD events and the Pro Cat in 4WD. Joel will continue to run for Trinity and the move to Schumacher makes good sense as Trinity is the US importer for the Schumacher line of cars.

"PSYCHO STOCK"

Peak Performance is proud to introduce their newest stock motor, the "Psycho Stock". This ROAR and NORRCA approved stock motor has all the trick features that will put you in the winner's circle. Based on the "Epic" can, the "PSYCHO STOCK" features high-strength wet magnets, heat-sink endbell, a whopping 37 degrees of timing, and factory-installed silver shunted competition brushes. The motor is then broken in and dyno tested by one of their technicians to insure maximum horsepower and longevity. All you have to do is bolt it in and hang on to your transmitter. Suggest retail price - $28.00

RACING TRUCK TIRES ON THE WAY FROM TRINIIY

Trinity has taken the designs used to produce the highly successful series of 2.2" off-road tires and applied them to racing truck tires. The Trinity Baja Series Racing Truck Tires were designed for off-road racing trucks like the Losi JRXT.

The Trinity Bajas are made of a natural rubber compound and are low profile, fitting on their truck rims (also coming soon), and most popular truck rims. The spike patterns are the same as their 2.2" tires which are currently the hottest tires on the market.

Trinity Bajas RC 7500 "Ribbed Fronts (4 ribs)" - $16.99.

RC 7501 "Standard Spikes" - $16.99.

RC 7502 "Cut Spikes" - $16.99.

RC 7503 "Mini Spikes" - $16.99.

Tires and wheels available in 30 days.

TRACK MASTER'S TURBO GLIDE BELT DRIVE TRANNY WINS J.G. OVAL

Recently, the 7th Annual J.G. Dirt Oval Championships were held in Bakersfield, California. This race is considered among the most prestigious oval races in the nation. Track Master Manufacturing is proud to announce that its Turbo Glide Belt Drive Transmissions not only took the top qualifying spot in the two-wheel drive Monster Truck Class, but the Sprint Car Class as well.

We would like to congratulate both John "The Hammer" Smith and Ken Pullman for a job well done. In addition, we would like to congratulate Chip Risdale, a valued addition to the Track Master Team, who TQed and won the two-wheel Open Class by 2 laps. We would also like to thank the other seven A main drivers who chose to use various Track Master Products in their race cars (including the Ex-Calibur Direct Drive).

PEAK PERFORMANCE DOMINATION

Dallas, Texas was the site of the 1990 ROAR 1/10 and 1/2 On-Road Nationals. 1/12 Scale qualifying was dominated by Peak Performance driver Rick Hohwart. Rick's Peak Performance "Animal" powered Associated 12L won all four A qualifying heats and went on to capture the A main.

Rick continued his domination in the 1/10 Scale program the following weekend. Rick's Peak Performance "Beast" powered Associated 10L jumped from the number 2 starting position to lead into the first corner and never looked back for a wire to wire. This was Rick's second consecutive 1/10th Scale On-Road ROAR Championship and his third ROAR National Championship for 1990 having also won the ROAR 1/12th Scale 4 Cell Nationals in Detroit, Michigan.

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CP

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HARD CHARGING

An Interview with John Thawley

CP: As ROAR's Administrator, what are some of your main duties?

JT: Simply stated, it is my responsibility to oversee the day to day business of ROAR. This position was initially created to allow ROAR a more flexible position with respect to the selection of the President. Specifically, it allows for someone within the general membership to pursue the office. The responsibility associated with being President required so much time that only someone with a position in the industry could justify such a commitment. With a paid Administrator in place it is a little more realistic for someone who is not a manufacturer to seek office. I like to think of our effectiveness in that area as a positive step, sort of a Robin Hood type of concept. Judging by some of the response I think we have accomplished what was ultimately needed to benefit the membership as a whole.

CP: This question is for the people out there who would crucify me if I didn't ask. Can you tell me what is up with the rule books?

JT: Sure! The rule books are now being distributed. I hope people understand the mechanics of what went into the new books. While at one time the old three ring binder type book might have been a good concept, it was very expensive. To continue with that format would have been suicide. Personally, I never liked how the book worked. It was extremely clumsy and redundant. If you look at the new book, it is very cost effective and it is very simple to use, regardless of what level of the sport you are involved at. If you are a racer you can quickly access the information you need to prepare your car for a race. If you are a promoter you can review all the details necessary for running your races according to the scale and division required. If you are a race director the information needed for applying rules fairly and effectively in the heat of battle is now at your fingertips regardless of the division or scale.

The rule book is typical of the approach Eric Gudger and I have taken in rebuilding ROAR's structure. ROAR has had a history of being unpredictable, fragile, and inefficient. Our task has been to isolate each of the problem areas, dismantle the fragments then methodically rebuild that program. Our objective was not just to do a quick fix for the present. Instead we invested a little more time now so the organization would benefit longer into the future. This has not been simple considering that when Eric was elected we found ourselves strapped for cash. It is very hard to initialize new programs when you are broke.

CP: Tell us about ROAR's race management program and how did it get started?

JT: The Management team is made up of ROAR officials and individuals who travel to ROAR Nationals to oversee the areas that affect the outcome of the actual competition. Specifically, scoring, tech inspection, and application of ROAR's rules on procedure and safety. Just as the sport has always needed consistency in rules so the competition could improve, the increases in the number of entries has brought out that same need for consistency in how our National Championship events are run. We feel that if we can improve the quality of our National events it will spread to the regional and local level as well. In the early implementation of this program we have been met with some anticipated resistance. This resistance usually comes from racers who participate at a particular track all the time. They tend to get upset because they come to the "big" race and it's not the same. It can't be; these are the Nationals. These are ROAR's Championships. That is how it must be. There are many promoters who run a very good race most of the time. Unfortunately ROAR can no longer afford to gamble with it's Nationals. The odd thing that has come out of this is that while we have received criticism resenting our activism in regard to the running of the Nationals, those same critics insist we should oversee the finances, business practices, food concessions, hotel accommodations, price regulations, even business hours. Fortunately, the active traveling racers, and I'm not referring to the top sponsored drivers, but guys who we see all over the country that are paying their own way, are coming up and saying it's about time. We are getting appreciative comments. We are getting guys saying "we're glad you're here."

CP: What new is in store for the '91 Nationals?

JT: Number one priority is controlled entries. I think the days of buying an R/C car one day and going to the Nationals the next are behind us. I suspect if everything goes as planned you will not be able to enter without a current ROAR number. That is

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step one. With our new membership software and Don Holub's Pro Score Race Management System we have the ability to handle event registration at the Administration office by simply entering your ROAR number. It is feasible and probable that we will handle all entries for all ROAR Nationals in our office. This will ultimately create a better working relationship with the promoters since we would now have the ability to release entry fee shares based on performance of the pre-event requirements. These are things like submitting track design for approval, advertising approvals, review of conformation packets and other items that we would like to review the progress of. I guess you could say the entry fees would act as a performance bond.

CP: How are locations for the Nationals decided?

JT: As you know, bids are solicited in Rev-Up. After we receive them we try to compile as much information as possible by talking to Region Directors, National Scale Directors, and any knowledgeable racers known in that area. This is then presented to the Executive Committee for their consideration. It's not a very good system. Many times we only have one bid. Sometimes we have two and neither of them are up to par. Also I have to present the bids in an unbiased manner, after all I'm just the messenger. I do not vote.

Having done this for two years now I am going to ask the Executive Committee give me more say in the selection. I can't handle the surprises any longer. I am going to request that after they make their preliminary decision I be allowed to visit each site and make a final decision. It may cost us a couple of airline tickets but it would be worth it. Our Nationals are too important to take the risks we have been taking.

CP: We've all heard of the changes in the Executive Committee, how do we go about adding and eliminating members of this committee?

JT: I'm glad you asked me that. Since there was nothing in the By-Laws I could only assume it was that you wait until someone died. Not too encouraging!

Someone once sent me a letter asking me why he should vote in the ROAR elections. He pointed out to me that ROAR's structure was that of an oligarchy. He said "ROAR is not run by the President, it is run by the Executive Committee." He also pointed out that nowhere in ROAR's By-Laws was there written a spelled out method describing how someone was appointed to the Executive Committee or how someone was removed from the Committee. After realizing he was right I approached Eric Gudger and Howard Finkelman about it. They both agreed something needed to be done.

After Eric was elected President he appointed me to the By-Laws Committee along with two others. Gary Kyes was the Chairman of that Committee. Gary and I work well together so we really got things rolling. Eric got involved as well, while Howard Finkelman gave us legal consultation as needed.

The key issue was the alignment of the Executive Committee. We realized they had to be accountable to someone. To Eric and I the obvious was the Region Directors. After all they are elected by the members of their Region and are therefore accountable to them. We also needed a way of employing that accountability as needed. According to the new By-Laws the Region Directors must recommend individuals to the President by way of written nominations. The President then selects someone from those nominations then goes back to the Region Directors for their majority vote. Furthermore, once a year, or as the President sees necessary, a "vote of confidence" is called of the Region Directors on all members of the Executive Committee. This is with the exception of the President since he is elected by the members. Any member of the Committee who does not receive a majority vote of confidence is removed at once with no grounds of appeal.

CP: Today, who are the members of the Executive Committee?

JT: The old By-Laws required the Executive Committee be made up of three people from the general membership and that two be manufacturers. We made one subtle change in that area. The wording now reads as "no more than two" manufacturers. This means it can be made up of less, or even none. I think manufacturers can play a great role in ROAR. They certainly have a lot to offer. Gary Kyes was just added to the Executive Committee and I think he is going to be a terrific asset.

Although he has recently stepped down, I don't think you can ever forget the involvement of Mike Reedy and all he has done. But, I do think it is important that the Executive Committee remain as a structure that is created by choice not a requirement.

As far as the current members, obviously this would include the President, Eric Gudger.

Representing the Region Directors and holding the newly created position of Competition Administrator is Don Lyons. Don is a very even keeled experienced member. I like to think of him as very in touch with the grass roots of our sport.

Gary Kyes has replaced Mike Reedy. Gary will act as Technical Administrator. Gary is great! He brings a wealth of knowledge and valuable input. I also think he is very well respected throughout the sport.

Howard Finkelman is probably the least known of all the Executive Committee members. As you probably know from seeing his address in Rev-Up, Howard is an attorney. I think he brings a great deal of stability to the Committee and the organiza-

tion. I have always found him to be genuine and not one to mince words. What a lot of people don't know is come the weekend the brief case is on the shelf and the R/C cars come out. While I've never raced with him I understand he can hold his own in several different divisions of racing. I think that's great!

Since Butch Dunn did not receive the Region Directors most recent vote of confidence there is currently one vacant chair on the Committee. Eric has expressed a desire to see that chair filled by someone who might have the resources to help in the area of public relations and help increase ROAR's exposure.

Personally I would like to see one of the more visible personalities in our sport become more involved with the organization. Some of our top drivers are very personable and clever individuals. I think someone like Joel Johnson, Bud Bartos or Rick Hohwart would have a lot to offer. I certainly think they would add a visible and fresh outlook to things.

CP: Last year we heard some talk of having drivers ranked and that ROAR would be setting up different classes. How is that going and when will we see this change take effect?

JT: You are referring to our Masters and Formula Drivers licensing program. Actually the blood and guts of the system is in the new rule book now. But, in order to promote it effectively we are having professional ads and press releases prepared to help insure the programs succcess. In summary I view it as an opportunity for each and every ROAR member to control his own destiny in our organization and in the sport. The program is designed to promote the growth of talent and encourage racers to compete at the level that is desirable to themselves and others within their own competitive realm. Limits that have evolved from ROAR's uncontrolled growth can now become stepping stones of opportunity.

CP: What's the latest on the issue of 6 cell maximum in 1/10 dirt cars?

JT: ROAR is the only recognized major organization in the world that currently runs under a 7 cell limit in the modified off-road classes. EFRA runs 6 cell five minutes while FEMCA runs 6 cell four minutes. If we could move ROAR's position to match FEMCA's 6 cell four minute format this would create a common denominator that hopefully could sway IFMAR to 6 cell four minute for the World Championships.

But the drivers effected by the World's is a small percentage. My main consideration is here at home. We have to start looking at rules that keep people competitive and in the sport at the club level. These guys are the bread and butter. They show up every week and do their thing. They are the ones paying the way. The worst mistake we can make is letting the speeds of the cars get out of the reach of racers within "real world" skill levels. These guys are in it for a good time. I think we have an obligation to keep it that way.

There are some people who feel having all racers overpowered is a benefit that creates equality. Personally I don't see it. It is not a problem to establish regulations on track design to keep the horsepower factor down. Uninterrupted distances and straight away length could be limited. It would also be nice if when a driver decided to move into modified racing he only needed to have the motor expenses to deal with as opposed to buying additional batteries. It would also standardize cell needs for the racer that run both 1/10 on-road and off-road. We need more input from the racers though.

CP: Is there anything you'd like to share with us before we go?

JT: There sure is. It is obvious that ROAR's members are aware of what they want. The new By-Laws have put more into the hands of the members and their respective Region Directors than ever before in the history of the organization. The members approved those By-Laws. There is a reason.

I think the members realize how much effort has gone into changing the structure of ROAR. It is finally their organization. Look closely at the people involved in running the organization today. There are common denominators that cannot be ignored. All have paid there dues within the organization. They are all experienced at several levels of the hierarchy. All have come up through the ranks. Racers, Club Presidents, and Region Directors. Accumulated years of experience, all willing to work for the better of the sport and our racing organization. It is very important to acquaint yourself with the candidate and choose wisely! Now more than ever you must exercise your right to vote!

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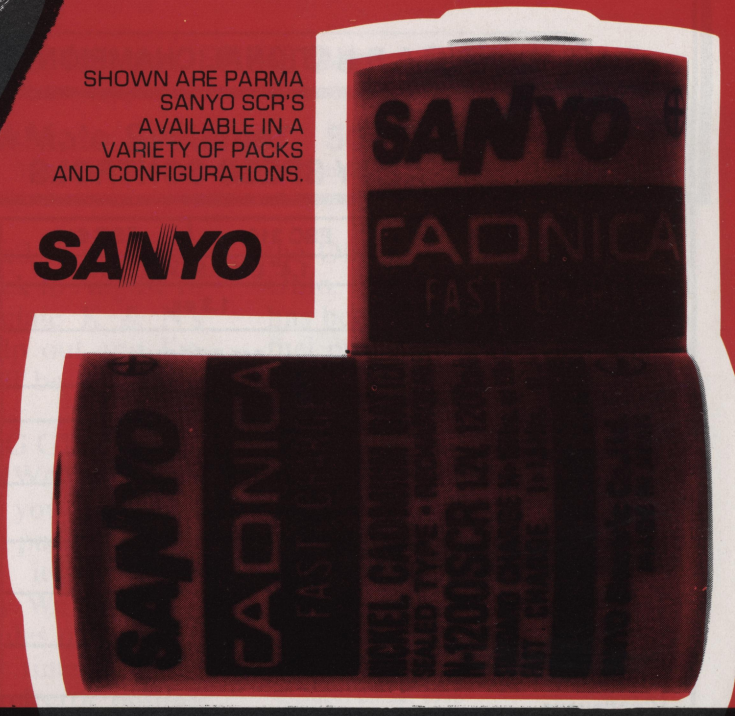

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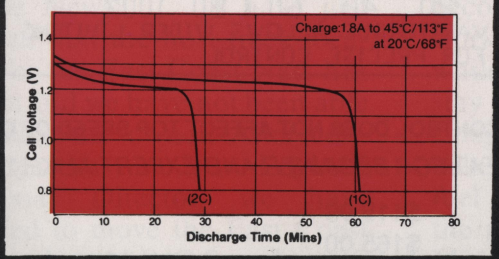

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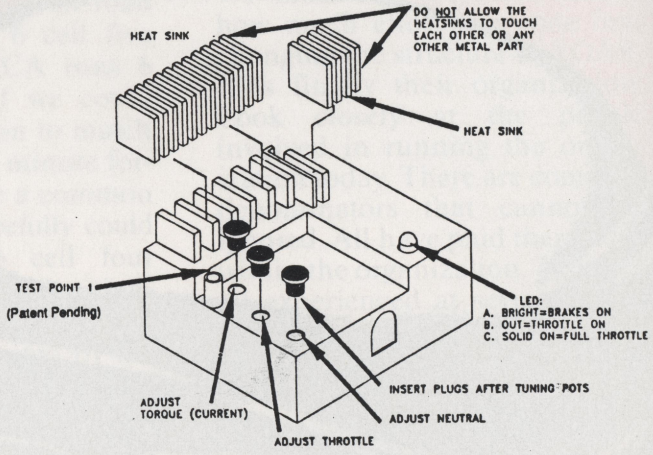

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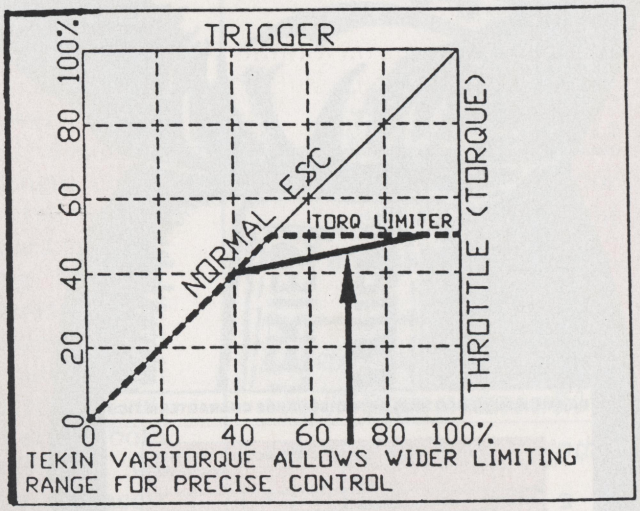

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NR/CTPA NEWS

By Dave Sproul

We have some technical things to handle this time, so please bear with us. There has been some controversy recently over some of the new rules for 1990. Since we are not sure how the majority of the membership feels about these particular rules, we have decided to put them out for a total membership vote.

It is important that we resolve the questions about the rules quickly! YOUR PROMPT VOTE IS IMPORTANT! If the results of this vote necessitate changes to the 1990 rules, a Rulebook Amendment will be issued.

I would like to welcome aboard the new Affiliated Clubs with a special welcome to our first international club: British Columbia R/C Truck Pulling Association, in Canada. Also, some of you may remember Stephen Carmine, of Wellington, New Zealand, who attended last year's Worlds. Stephen has been promoting R/C pulling in New Zealand and working on forming the New Zealand R/C Pulling Association. We hope to have clubs set up "down under" within the next year. Stephen is planning on attending the Worlds again this year and I hear he may be bringing another Team Kiwi puller with him!

We are looking foward to an exciting summer! I hope you will want to be involved.

Late News! . . . I have just learned that the host track location for the East Coast Nats has closed and we have not been able to locate the owner. After consulting with our New England Regional Director, we have decided to move the East Coast Nats to K & N R/C Speedway in Stafford Springs, CT. This has also created a need to move the date back one week to August 18 & 19. We appreciate K & N's willingness to help out and I'm sure the event will be a success. Keep on pulling!

FUEL PULLING GETTING UNDERWAY

For those of you who are interested in fuel-powered pulling competition, it is slowly becoming a reality. We have been working on the rules off and on, while at the same time trying to stay on top of the electric pulling category. I apologize for the delay and we hope to have the fuel rulebook printed soon. In the meantime, if you live in the Midwest and would like to get involved in fuel pulling, contact the Ohio Fuel Pullers in Xenia, Ohio. This is a small group that has been attempting to establish fuel pulls and has assisted us in writing some of the rules. If you are interested contact: Ohio Fuel Pullers, C/O Mark Hartings, 2365 Tennessee Drive, Xenia, Ohio 45385, Phone (513) 376-8334.

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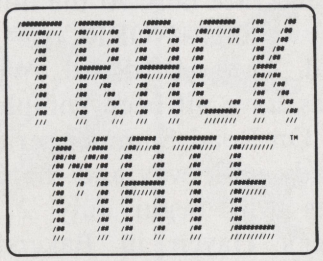

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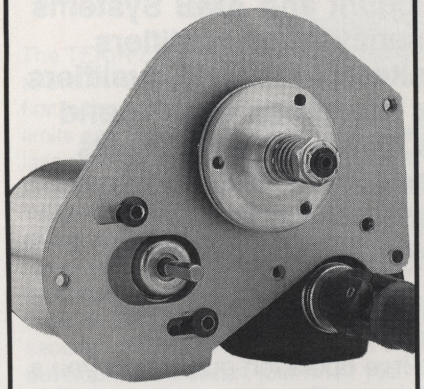

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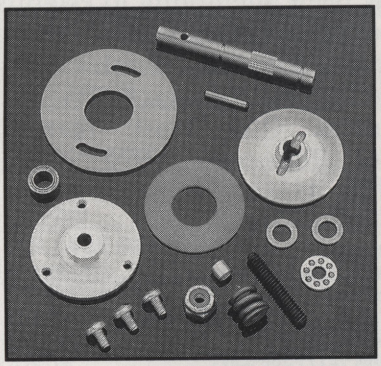

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PIT TALK

By Rick "The Hammer" Houle

Hello race fans. At the time of this writing, NORRCA's On-Road, Oval, Off-Road, Winter Series have all been completed. The On-Road Summer series is already underway and the Oval series will begin July 21, at Racer's Haven in Bakersfield and the Off Road series will begin August 11, at O-N-4 Hobbies in Visalia.

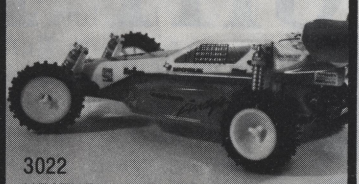
At the beginning of the season, NORRCA inaugurated a new policy in an attempt to address the growing complaints of non-factory sponsored drivers as well as beginners who felt unfairly outclassed by the factory teams. The plan called for a "separation of classes", whereby the more accomplished, factory drivers were catergorized as "experts" and less prominent drivers being classified as "sportsmen". The idea was designed to foster more invovlement by the sportsmen by keeping the experts out of the stock classes. Though the plan had great intentions, lack of support from the expert drivers has forced NORRCA to compromise the plan. Starting with the summer series races, the new plan will be to let sportsmen enter in any classes they want while experts will not be allowed to race in the stock classes. NORRCA is very receptive to racer's feedback and the fluctuation in some areas of policies reflects this, and everyone is encouraged to express their views.

Another topic that has experienced numerous streamlining revisions is Concours. The importance of Concours competition varies from track to track but generally, participation is growing, at least in off-road races. Last year Concours events were in danger of being eliminated from the NORRCA events entirely, but thanks to a few generous sponsors, it is alive and well. The overall quality of Concours entries so far this year has been excellent and judges are finding it harder and harder to decide on the winners. One of the problems facing NORRCA officials was in the interpretation of the general Concours rules. NORRCA has a "running" Concours rule which simply means you must race the winning body in one of the heats at the event the car won at. The problem was that NORRCA officials as well as the individual track's race directors are usually too preoccupied with the large task of controlling the racing activities and didn't have a system to police the Concours winners to make sure they ran the body in a race. The new policy requires Concours winners to police themselves by requiring them to check-in with their winning bodies with the race officials when they are going to run it in a heat in order to be eligible to receive their trophy. Another area of confusion was in the rule that stated that a Concours winnner could not enter the same body at another race in that series. NORRCA has clarified the rule to pertain to only the first place winners. In other words, if you only place second or third in Concours, you may enter it again at another event until you win first place.

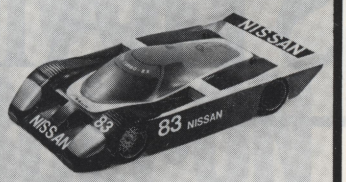
'Till next month, pitch into the turns!.

3025
ELAN "OFF ROAD" - MID OPTIMA

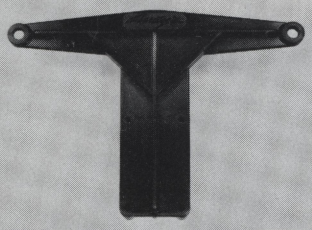
3240
1/10th SCALE "OFF ROAD" WING



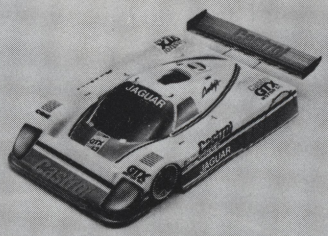
3022
HEATHEN "OFF ROAD"



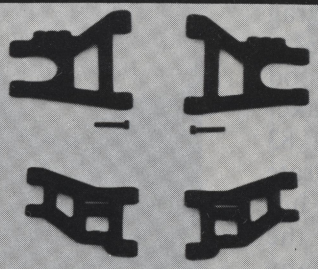
3145
NISSAN GTP



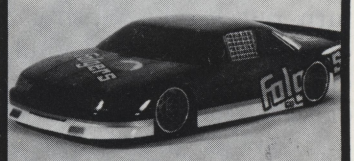
3418
RC-10 REAR BODY MOUNT



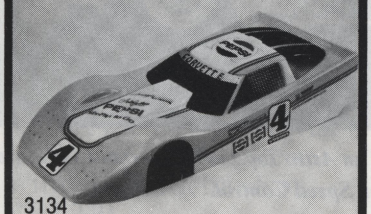
3141 - 4141*
89' JAGUAR GTP



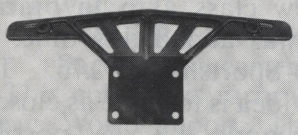
ANDY'S FRONT & REAR ARMS



3162 - 4162*
89' CHEVY LUMINA - NASCAR



3134
1988 VETTE OUTLAW WEDGE



3412 RC-10 - 3512 ULTIMA
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3030
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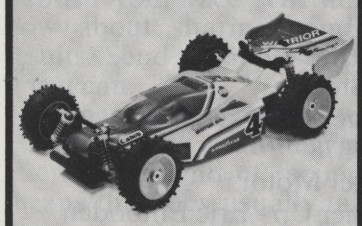
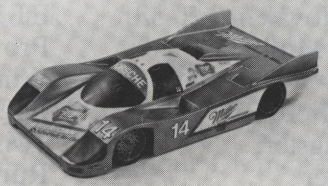
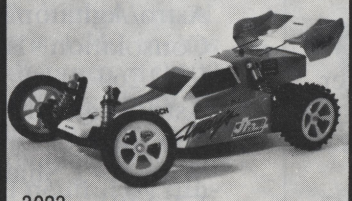


3026
APACHE WARRIOR - YOKOMO



3140
PORSCHE 962 GTP

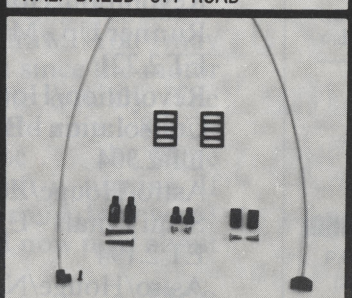


3023
HALF-BREED "OFF ROAD"

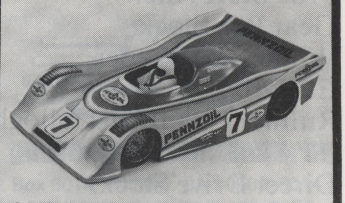
3414 - 3416
RC-10 "OFF ROAD" FRONT BUMPERS

3020 - 3021 -3024
RENEGADE "OFF ROAD" SERIES

3160 - 4160*
89' PONTIAC GRAND PRIX - NASCAR



BODY PARTS & ACCESSORIES



3142 - 4142*
TOJ "ON ROAD" BODY

STRAIGHT LINE FEVER

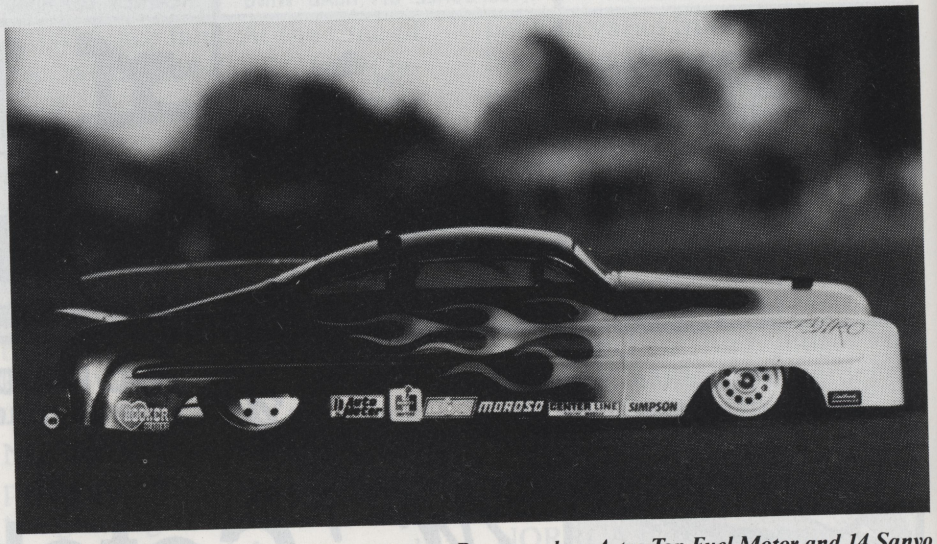
By Bob Boucher

The Spring Shakedown, Drag World, Colton, CA - June 23, 24

Bob Purcell had a very good turn out for his Spring Shakedown, there were a total of 83 entries competing in 12 separate classes. The weather was very hot . . . about 104 degrees in the shade, if you could find any shade. Purcell advises that next week they will start a series of Saturday night races for the summer months. Bob had a lot of very impressive trophies to award the winners and quite a collection of goodies to raffle off to the drivers. The following companies donated merchandise for the raffle. Andy's R/C Products, Astro Flight, B.R.P., Houge Enterprises, Dan's R/C Products, Sign Art, McAllister R/C Products and Twister Motors. Please remember to support these companies who support our sport.

Low E.T.:
Eric Scott of Team Astro won the Low ET Award. His Astro powered Houge Illusion Top Fuel Dragster ran a 1.959 sec. Not bad considering the temperature.

Concours:
Most Authentic - Gary Reeter "Pisano" Funny Car.
Best Appearing - Mike Ogle Top Fuel Rail.
Best Sportsmanship Award: Sponsored by Dan's R/C.
Sportsman - Josh Wainright
Pro - Steve Allen
Gear Box Stock:
Winner - J. Wagner
ET 3.819
Runner Up - B. McCullogh
ET 4.263.
Direct Drive Stock:
Winner - A. Liu
ET 3.147



Roger Rose's Pro Comp Record Breaking car. Roger used an Astro Top Fuel Motor and 14 Sanyo SCR (Red Jacket) cells and a Novak Speed Control.

Runner Up - B. Reeter
ET 3.475
Econo Rail:
Winner - D. Wilson
ET 2.986
Runner Up - T. Acosta
ET 3.131
Super Comp:
Winner - Eric Weins
ET 2.174
Astro/Houge/Titan
Runner Up - Roger Rose
ET 2.102
Astro/Agitator/Novak
Consolation - R. Mullins
ET 2.260
Astro/original/Micro SW
Top Alcohol Dragster:
Winner - J. Shauer
ET 2.191
Revolution/Houge/Tekin
Runner Up - M. Myhre
ET 2.221
Revolution/Houge/Novak
Consolation - B. Reeter
ET 2.304
Astro/Houge/Zeta
Semi Finals - E. Einboden
ET 2.194
Astro/Houge/Novak
Semi Finals - Tom Belville
ET 2.258
Astro/Houge/Novak
Sportsman 275:

A new class akin to bracket racing was added this time, it's called Sportsman 2.75. The general idea is to come as close to 2.75 seconds ET as possible without braking 2.75 seconds.

Winner - J. Boyd
ET 2.750
Runner Up - Chuck Vanderweght
ET 2.780
Pro Stock:
Winner - D. Arellano
ET 2.378
Twister Motor
Runner Up - Eric Einboden
ET 2.450
Astro
Top Alcohol Funny Car:
Winner - J. Valentine
ET 2.389
Astro/Outlaw/Novak
Runner Up - S.Ritch
ET 2.589
Round 1 - Gary Reeter
ET 2.481
Astro/Houge/Zeta
Top Fuel Funny Car:

Winner - J. Shaver
ET 2.190
Revolution/Scratch/Tekin
Runner Up - Vern Tripp
ET 2.256
Twister/Houge/Tekin
Consolation - Calvin Grant
ET 2.184
Astro/Houge/Novak
Round 1 - Gary Reeter
ET 2.171
Astro/Houge/Zeta
Top Fuel Dragster 14 Cells:
Winner - Eric Weins
ET 2.104
Astro/Scratch/Novak
Runner Up - Mike Ogle
ET 2.180
Astro/Houge/Novak
Round 1 - F. Altholtz
ET 2.05
Astro/Houge/Novak
Top Fuel Dragster 20 Cells:
Winner - Eric Scott
ET 1.959
Astro/Houge/Novak
Runner Up - Roger Rose
ET 2.119
Astro/Fine Design/Novak
1/8 Scale Gas Dragster:
Winner - B. Richardson
ET 2.240
O'Donald/Walker
Runner Up - Eric Einboden
ET 2.315
Paris/Walker

Race Results and Race Announcements

This column is turning into a Drag World report. There are other races taking place out there. We know of two tracks in Florida alone. Come on guys let us know in advance so we can publish your race schedule and how about sharing some race results. Send a couple of photos if you can.

Spacing the Commutator

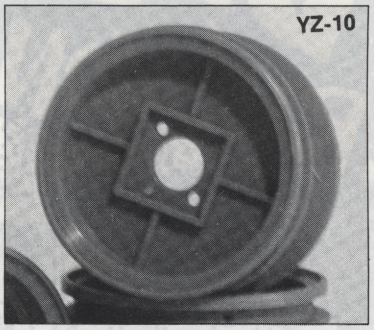
Most drivers clean their motors after a week end of racing. This means that they usually take the motors apart. If you have an Astro Top Fuel Cobalt Motor be careful when you reassemble your motor. The most common problem is interference between the commutator tangs and the brush or brass sleeve that the brush rides in. The motors are properly spaced at the factory so that the brush rides near the rear end of the commutator. The brush track is about 0.020 from the edge of the commuator. This leaves about 0.050 clearance between the brush and the commutator tangs. Usually you will find two or three spacer washers at the commutator end and one washer at the shaft end. If you mistakenly put three washers on the shaft end of the brush track will move off the turned part of the commutator and may even strike the tangs. In either case the motor will run very rough and you will loose a lot of speed. If you had a hot motor that suddenly went sour check the commutator spacing.

Timing the Motor

All motors used in drag racing have advanced commutator timing. Advanced timing is necessary to compensate for the inductance in the windings. The inductance causes the current in the armature to lag behind the magnetic field so that power is lost. The brushes are advanced to compensate for this lag. The inductance lag is proportional to the product of Amps x RPM x Turns. Various versions of the Yokomo with fourteen turns and 60,000 plus speed will require advances of up to 30 degrees. Astro and Graupner motors with 5 and 6 turn windings and 40,000 RPM speed require about half as much advance. I have run Astro motors on our Training Wheel Simulator and have convinced myself that timing between 10 and 15 degrees produce the lowest elapsed times. Timing of up to 20 degrees will produce a higher top speed but a longer elapsed time. Races are won by getting there first not by crossing the finish line at higher speed. The Astro Motor is 1.312 inches in diameter so a distance of 0.100 inches at the surface is about 10 degrees. Set your motor with about 1/8 inch advance. You can find the electrical neutral by running the motor on 12 volts and adjusting the timing for minimum current draw. You may have to work fast since the motor will get hot quite quickly. The turn the black field ring 1/8 inch counter clockwise . . . the same direction the shaft is turning. If the minimum current draw was 3 amps you should now read about 6 amps.

□CP

JG'S BOLT•ON ADVANTAGE



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The 18th Running of the McCoy!

By Bob Sullivan

Many said it would never happen again, yet another McCoy race has been recorded in the pages of 1/8th scale history, although many of the names remained the same, a new location was entered for the first time in 18 years!

Most R/C racers figured, since the Ranch Pit Shop had to close their 1/8th scale track that the prestigious McCoy Championships would come to an end! Guess again. Under leadership of Norm, Joan and Bob Sullivan, owners of Cajon R/C Speedway- in conjunction with Mark Miranda of M & M Racing Hobbies in El Cajon, CA, they presented a proposal to Dick McCoy, hoping to convince him that Cajon R/C Speedway could keep the tradition alive. It worked, the Real McCoy was brought back to life to celebrate it's 18th birthday at Cajon R/C Speedway!

A New Home
For A New Decade

One thing that makes the McCoy so fun is, it brings alot of old friends together. And Cajon R/C Speedway did this in style! With El Cajon being only 15 minutes away from beautiful San Diego, California, it makes it nice for the whole family to enjoy - you have the beaches, Sea World, San Diego Zoo, and of course the Mexico Border to visit. A perfect vacation spot! In fact, it was rumored that the 1991 World Championship might be hosted by Cajon R/C Speedway which already has a lot of the racer's votes. Many feel there is no other place in the U.S.A. that can offer all that El Cajon can.

The Qualifiers

120 racers entered in the event, including some from as far away as Puerto Rico and Japan. This diverse group made for some good qualifying times. Since the track was open for practice Monday June 4, through Thursday June 7, this gave the racers plenty of time to dial in their cars before the first of six qualifiers.

During the first rounds of qualifing the fastest racers appeared to be Team Associated/ Paris Racing, Ralph Burch Jr. in the 4WD, R/C Racing Center, Mike Gagen in 2WD, and George's Garage, Mark Rebello in the Flat Pan.

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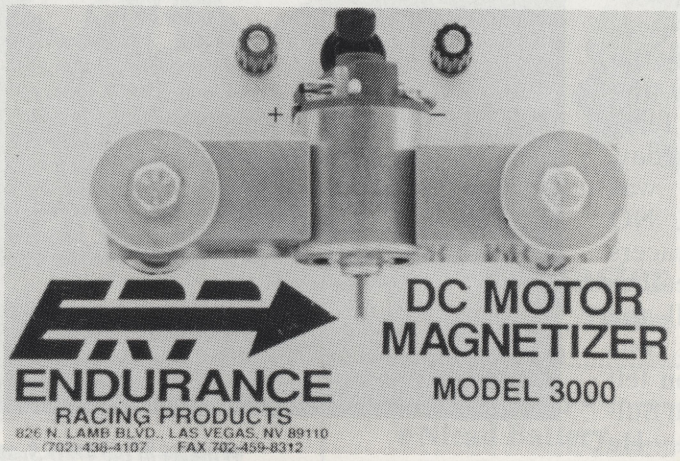

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HERE ARE SOME OF THE COMMENTS WE'VE RECEIVED:

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"You took a stock motor and made it faster than any of my modifieds."
"Best accessory for racers I've seen yet."
"Unreal low-end power and the speed is killer."
"Last year I spent $1100.00 on motors and now I don't have to buy a new one again if I don't want to, but better than that, I've never had this fast of a motor before! This is a whole new world for the RC Racer."
"I'm a believer."

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By the end of the third round of qualifing, the 2WD class was the only change. Local racer Doug Rheaume (Hobby City) broke the track record, and holding the top qualifier position in the 2WD class. In fact, the top 6 drivers were capable of taking over TQ. One major favorite, was the defending McCoy Champion, Terry Ballard (Team Associated/Paris Racing) who was having problems dialing in the car. Terry was sitting in the fourth position. I'm sure Terry was looking foward to Saturday, however, the weatherman was predicting rain - "RAIN", NO WAY! said most of the racers since it was such nice weather throughout the week. Well the weatherman was right, it was raining. The one person you felt sorry for the most was Norm Sullivan, the track owner. He worked so hard in getting the track ready for the McCoy and what happens, it rains. Back to day one, Norm got alot of help from the racers, and with the track being under water, alot of people thought the traction on the track would never be the

Winners of the 4WD Suspension:
(l. to r.) 1st - Ralph Burch, Jr., 2nd - Barry Grossenbacher, 3rd - Mike Swauger.

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13 TURN	17 TURN	16 TURN
14 TURN	18 TURN	17 TURN
15 TURN		
16 TURN		

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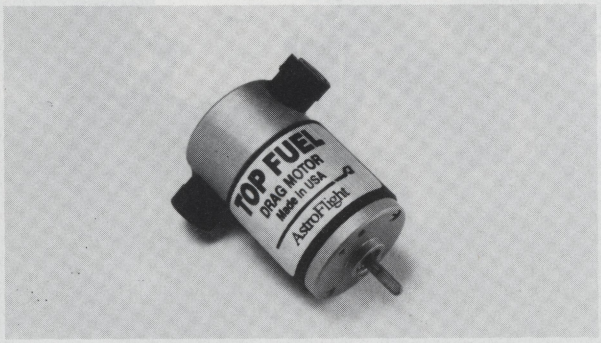

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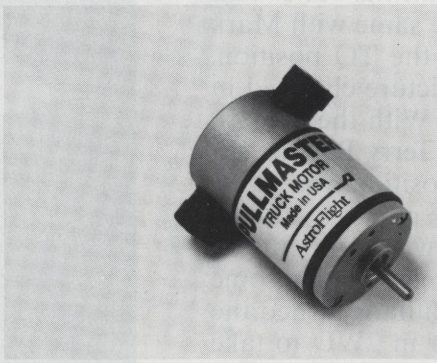

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same, well they were wrong, in fact, the track was better! You must give Norm Sullivan alot of credit for this to happen!

By Saturday afternoon, we were ready to begin the last three rounds of qualifing. The Pan Class stayed the same with Mark Rebello taking the TQ position. However, the picture changed in the 2WD class. With the defending Champion Terry Ballard sitting in fourth position, you know that he had to pull out all the stops! With a few adjustments by Ron Paris, Terry gave an awesome driving show! Ballard turned the only 18 lap run in 2WD to take over the TQ spot. In fact, his time of 18, 4:12.68 would have been good enough to qualify him sixth in the 4WD B main. Not bad at all.

Winners of 2WD Suspension:
(l. to r.) 1st - Terry Ballard, 2nd - Doug Rheaume, 3rd - Rick Templin

Now for the fast boys, 4WD! It looked like Team Associated and Paris Racing were going to steal the show!

In the first three rounds of 4WD heats it looked like a Paris freight train! Little Mike Swauger had taken the lead, but he was getting alot of pressure early on from the defending McCoy

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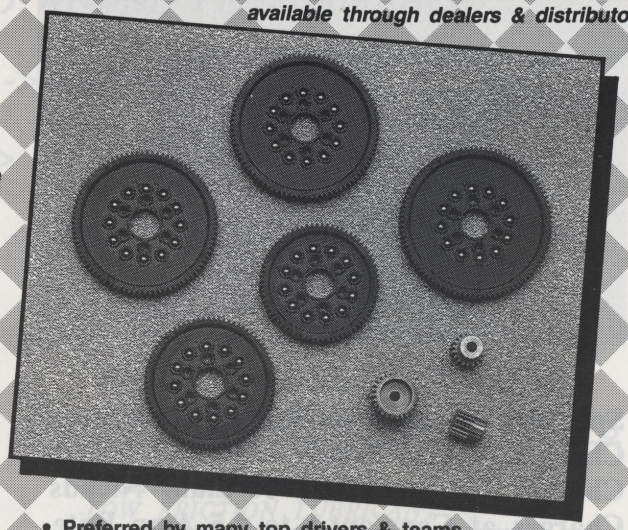

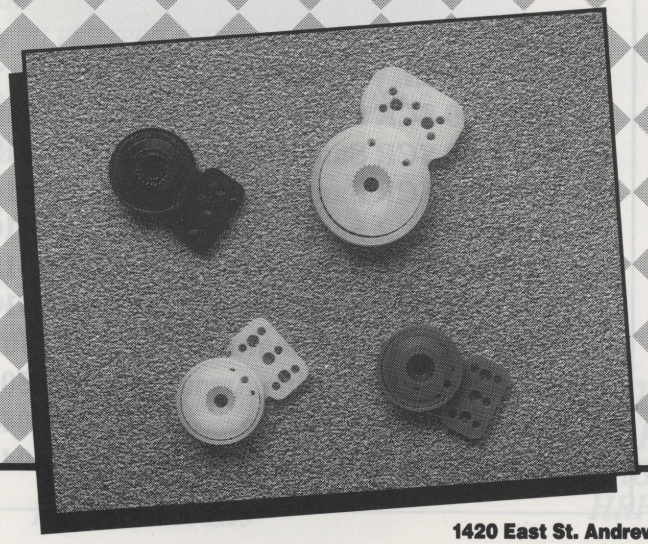

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Champion Ralph Burch, Jr., while Barry Grossenbacher was acting as the caboose of this three man train. This created some awesome lap times! Swauger went wide in the sweeper, Ralph took full advantage of this and took over the lead to hold on to his TQ position.

In the second round, Burch was gone! There would be no stopping him now, as Burch was turning such lap times as 12.3, 12.2, 12.1 and then a 12 flat! With lap times like this, you know the old track record, held by Cliff Lett would be broken. Ralph turned the only 20 lap qualifier ever at Cajon R/C Speedway with a 20, 4:10.30. But that wasn't the only guy chewing up the track, Barry Grossenbacher was also on a 20 lap pace, but just missed it by .91 hundredths of a second with a 19, 4:00.91. The top three qualifiers at the end of six rounds were Ralph Burch Jr., Barry Grossenbacher, followed by little Mike Swauger, all Team Associated/Paris Racing sponsored!

Sunday morning broke to the sound of rain. This time it didn't look good. By 1 p.m. the main events were called off! First time in the the history of the McCoy! The results had to be based on their qualfiers.

Trophy Presentation

Special thanks goes to Valley Bowl for the use of the Meeting Room for the trophy presentation. Although, the racers were disappointed about the mains being cancelled due to rain, the trophies, the prizes and especially the lovely Brandi Summers (1990 Miss McCoy), made them feel a little better. Not only is Brandi attractive, she also has a great personality, along with a good sense of humor, which everyone needed!

Thanks to the following companies which came through with some great prizes! West Coast Engine (co-sponsor of the McCoy) gave away some car caddies, fuel tubing, fuel fitting, and some pipes; NovaRossi gave away 5 Gold-Head engines, M & M Racing Hobbies for some bodies, graphite chassis, and some radio trays; Hobby Shack donated an RC500; Associated gave an RC10L and an RC500 engine, and Paris Racing for all the Atlantic Gomme tires (which proved to be great taking 1st, 2nd, 3rd and 4th in the 4WD A main). Ron didn't stop there, he also gave away Cliff Lett's engine, Mike Swauger's engine, Barry Grossenbacher's engine, and yes, Ralph Burch, Jr.'s engine. Cajon R/C Speedway THANKS YOU!

In closing, I would like to "THANK" all the racers who took part in the 18th Annual McCoy Championships. I met many racers from other states, and I'd like to say how much I enjoyed their visit!

Special thanks go to Phil Cotter from Denver, Colorado, not only is he a good racer, but he is also one of the nicest people I've ever met! Along with Phil, there was also Ivan Vazquez from Puerto Rico, and the two Japan entries Akihisu Hashimoto and Tadashi Morita. Even with the language differences, we had no problem understanding each other.

Well that closes another chapter in the McCoy History Books with another super race by Dick McCoy in spite of the rain! Looking forward to the 1991 McCoy Championships! C-Ya!

4WD Suspension

A Main

1st - Ralph Burch, Jr./Assoc./Paris Rex
2nd - Barry Grossenbacher/Assoc./Paris Rex
3rd - Mike Swauger/Assoc./Paris Rex
4th - Cliff Lett/Assoc./Paris Rex
5th - Dave Diehl/Pro Speed Int'l/Paris
6th - Craig Fox/O'Donnell Racing Products
7th - John Hodgson/Team Associated
8th - Chuck Moon/Assoc./Paris Rex
9th - Rick Davis/Assoc./Paris Rex
10th - Mark Blacketter/Assoc./Paris Rex

B Main

1st - Robert Horan
2nd - Tom Wong
3rd - Mike Jones
4th - Akihisu Hashimoto
5th - Carl Petri
6th - Ron Williams
7th - Billy Bowerman Jr.
8th - Mike Queller
9th - Brad Bradbury
10th - Jay Kanemoto

C Main

1st - Tadashi Morita

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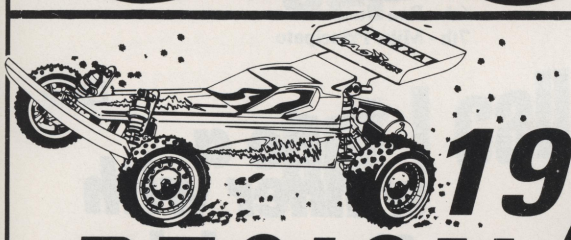

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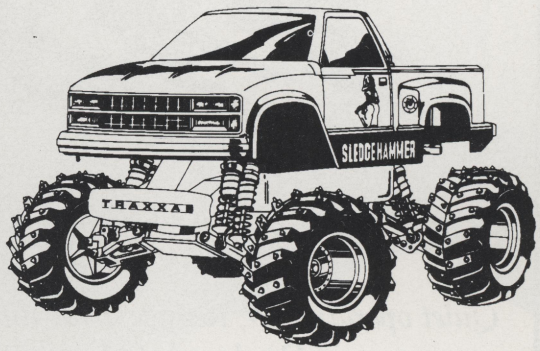

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10th - Frank Coron

D Main

1st - Mike Miranda
2nd - Oscar Valenzuela
3rd - Ruben Serrano Jr.
4th - Bud Kanemoto
5th - Al Vega
6th - Mike Alton
7th - Moto Ishibashi
8th - Kirby Woster
9th - Steve Cole
10th - Mike Bostock

E Main

1st - Doug Kramer
2nd - George Reyes
3rd - Chris Gilbert
4th - Bill Pinzini
5th - Dan Winslow
6th - Ivan Vasquez
7th - Victor Sresthadatt
8th - Wiley Sauant
9th - Leroy Shinktaku
10th - Greeg Lyman

F Main

1st - Chuck Threat
2nd - Glen Williams
3rd - Steve Bodensieck
4th - Fredrick Pickens
5th - Bob Sarnelle
6th - Dave Rheaume
7th - Jeff Cole
8th - Mario Vega
9th - Gary Reynolds

2WD Suspension

A Main

1st - Terry Ballard
2nd - Doug Rheaume
3rd - Rick Templin
4th - Mike Gagen
5th - Mark Miranda
6th - Mike Finley
7th - Bill Heyworth
8th - Phil Cotter
9th - Robert Marino
10th - Mike Fischer

B Main

1st - Clarence Rosa
2nd - Lee Miranda
3rd - Michael Scarpati
4th - George Rebello
5th - Mark Wardwell
6th - Dean Miranda
7th - Derek Golden
8th - Ken Prue
9th - Lester Moore
10th - Robert Carr

C Main

1st - Steve Aderholt
2nd - Norman Piligrino
3rd - Joe Owens
4th - Sam Felish
5th - Michael Crevantes
6th - Rod Medcalf
7th - Timothy Spicer
8th - Marquis Watts
9th - Mark Obney

Flat Pan

A Main

1st - Mark Rebello
2nd - Mike Mayberry
3rd - Jeff Wardell
4th - Bob Scarpati
5th - Dwayne Whisler
6th - Robert Deutschman
7th - Rick Abate
8th - Trinidad Vasquez
9th - Rene Romero
10th - Ron Ricketson

B Main

1st - James Oldiges
2nd - Brian Moore
3rd - Richard Heisel
4th - Bud Seiler
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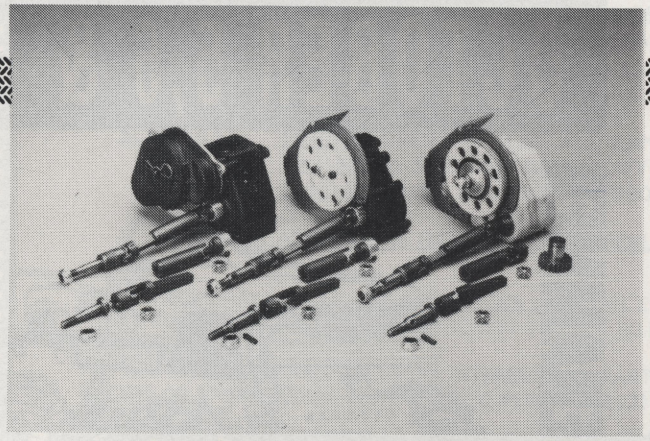

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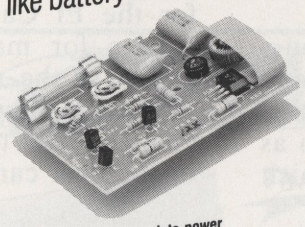

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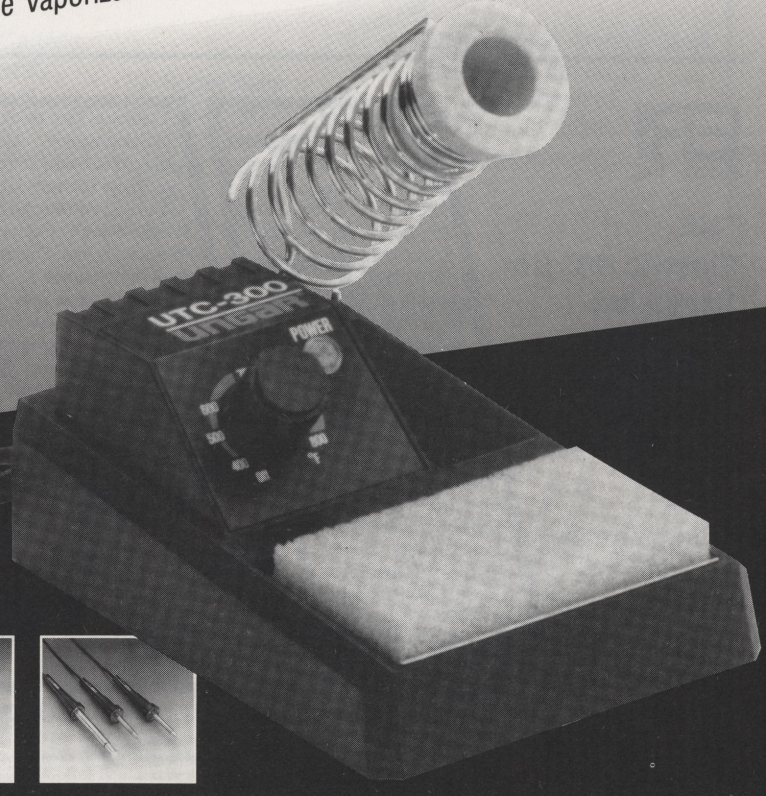

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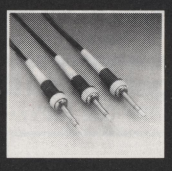
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NEWSLINE

NORRCA DIRT OVAL SERIES RACE 3

By Steve Saik
Photos By Bob Sullivan

The excitement of awesome California Dirt Oval action shifts to El Cajon Speedway for race number 3 of the action-packed NORRCA 1990 Dirt Oval Series. New to the NORRCA circuit, El Cajon Speedway is a killer, tri-oval which racers never experienced before. It proved to be a real challenge for each heatedly competitive dirt oval class. With point totals shaping up, drivers knew the task at hand, and it was time to get down to business.

Race teams as well as privateering drivers came to do battle at El Cajon on Saturday, April 7th. Team Pure-Tech hung a huge banner announcing their presence. Rev-Tech drivers joined from hometown Bakersfield some 4-5 hours for this shootout. Team Twister, along with many other dedicated drivers, were out in full score. The activity in the pits raised an exciting hum in anticipation of the track practice. Everyone was anxious to get out there.

PRACTICE

A split second after practice was announced, drivers made a beeline for the track; and in moments, sleek wedges, along with sprinters, zipped around the track side-by-side. It took a while before many racers could get dialed in, as the tri-oval was a bit treacherous, but a mile-a-minute thrills. Screaming RPM's filled the air as swarms of ovalers sped around the track. Adequate practice time was provided, so most guys got their RC machines handling well by the time Concours was announced.

CONCOURS

The always radical concours judging that followed showed great painting along with realistic looking appearances, such as drivers and alloy wheels, which are part of the chief criteria applied in judging this competitive event. All cars flaunted distinctive paint jobs and sported hot accessories, inviting close looks by each of the judges. It was Dale James' beautifully painted sprint car, sitting in a detailed trailer, which won the event. Dale's was one of the finer entries I have seen in a while. Taking second place honors was John Kelso's JRXT truck, an awesomely authentic R/C car. Steve Rexoat's 2 wheel open expert class car finished a close third with excellently painted detail. All entries were examples of the talent, skill, and hard work that goes into a Concours car.

TIRES

Finding the right tire combo for the El Cajon track proved elusive for many drivers. Pin-spikes in the rear was the predominant choice for most. The challenge was to get the rear ends of the oval cars to stay stuck to

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the ground for the three turns and melee' in between. Most racers, however, came up with the right combination and were soon anxiously awaiting the mains.

THE MAINS

Qualifying had set the positions for the mains, and there was a lot of door-to-door, high-speed action which followed.

SUPERSTOCK TRUCK A MAIN

Superstock truck action tore away from the line to lead off the mains. Dave Knox led from start to finish on the hole-shot. John Keck and Ed Askew fought for second, but Keck developed problems and pulled out. Ed Josties capitalized on Askew's misfortune and finished second, Ed Askew in third.

4WD STOCK A MAIN

It was A.J. Patrick in the 4 wheel stock class A main who led from the start and maintained his lead all the way to the finish line. A.J. was followed closely by dad, Mike Patrick and John Keck, with Mike Patrick in second and John Keck claiming third.

The Cajon track is a good size tri-oval and as you can see in the background, the R/C track is located adjacent to the full scale car track.

2WD STOCK A MAIN

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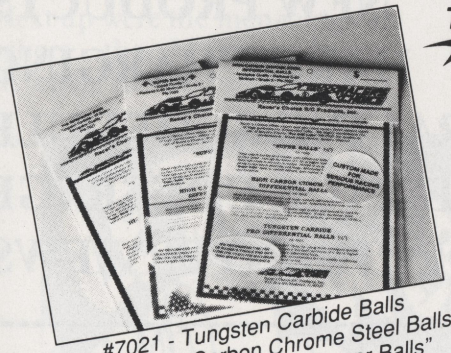

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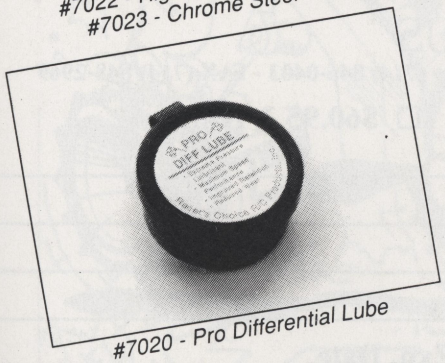

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Two Wheel Stock was one of the more highly anticipated races of the day, and its close qualifying competition made it anybody's race. At the sound, the drivers burned dirt out the hole and lexan went crashing. Who was the leader? It changed so many times that every racer on the track held it at one time or another during the race, or so it seemed. Nobody was giving an inch and the racing was awesome. It was David Potter, sneaking around the tons of traffic, who took the win. Loren Holmwood found one of the few clear paths to second, and Sean Sinclair finished third.

NOVICE A MAIN

Novice class action found Gerald Armistead grabbing the holeshot and never looking back. He finished in first place, three laps ahead of second place Mike Adams. Chad Lovell finished third.

STOCK SPRINT A MAIN

Go fast and sliding sideways in a sprinter, Greg Lund pulled a one-lap victory with impressive speed and driving. Jim Takamoto took second, with Jan Ross third.

OPEN MONSTER TRUCK A MAIN

Next up were the menacing car crushers, the Monster Trucks with open motor power. It was Eddie Mondragon who seized the lead at the start; but John "Hammer" Smith was on his bumper, followed by Ed Josties. John "Hammer" Smith skillfully passed Mondragon and turned on afterburners for a first place finish, leaving second place to Eddie Mondragon and third to Ed Josties.

2WD OPEN SPORTSMAN

Doug Bennett claimed the lead at the outset, followed closely by Sean Sinclair. Sinclair made a move and pulled in the lead as a bobble dropped Bennett to third. Bennett, however, with determination and fantasitic driving skill worked his way back into the lead where he would stay and take the well-earned victory. Sean Sinclair finished in second and Jim Takamoto in third.

2WD OPEN EXPERT

The A main in 2 wheel open expert was indeed a clash of the Titans, featuring Team Twister's Eddie Knoles, RevTech's Kevin Stevens, and Team Associated's Tyler Clements. Getting out of the hole quick was Pat Griggs with Eddie Knoles in pursuit. A bobble by Pat, and Eddie powered into the lead, with Kevin Stevens moving quickly through the pack and stuck to Knoles like glue on the same lap. In the third place position, Tyler Clements battled John Peterson; but it was Clements who ultimately took over third position. Flying Fast Eddie Knoles rocketed home for the victory. Kevin Stevens, on the same lap, finished second; and one lap down, Tyler Clements finished third.

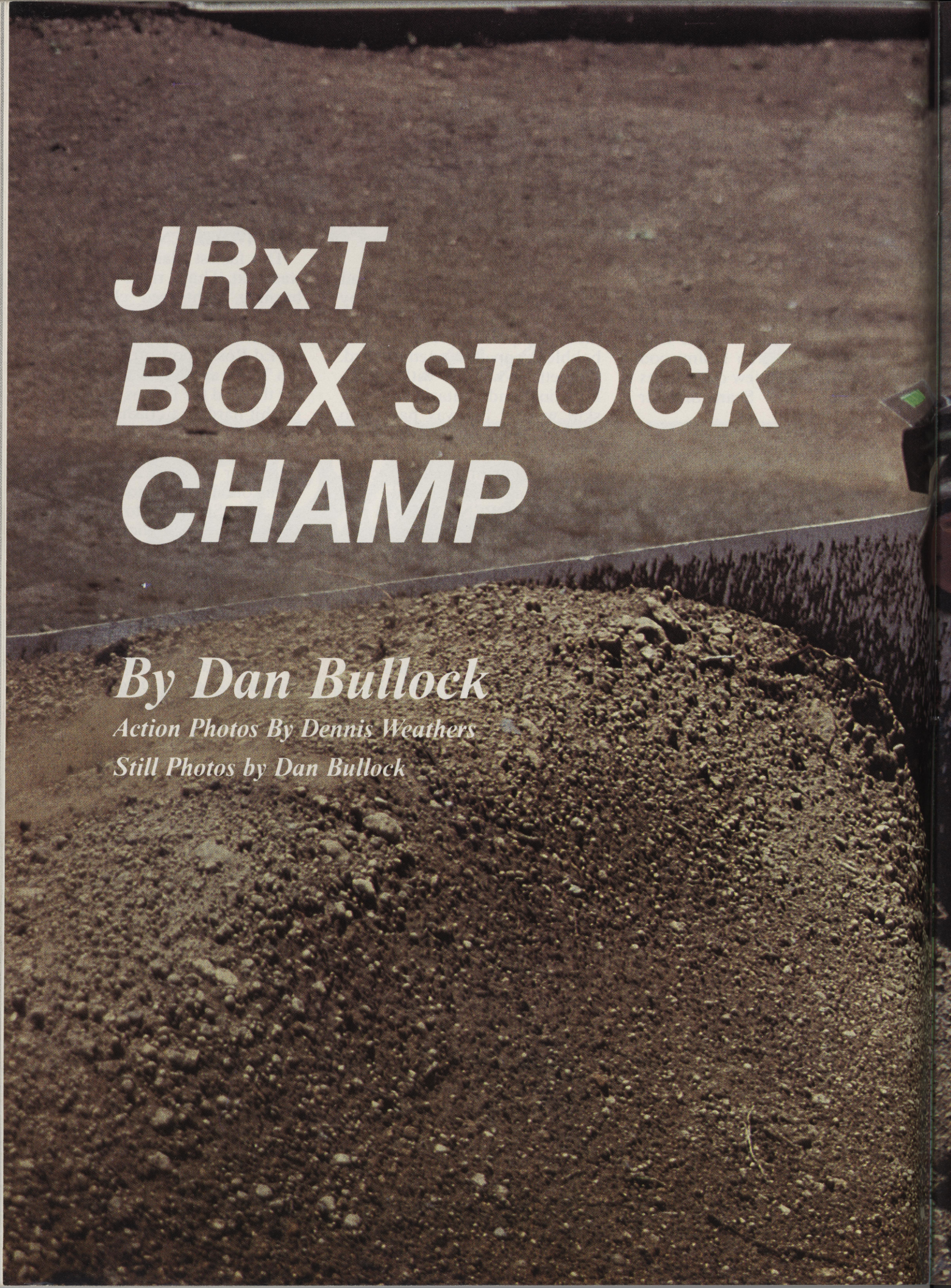
4WD OPEN A MAIN

The fastest class in dirt oval was next. That's right - the dirt-burning, lightspeed class of 4 wheel open. Cameron Patrick launched into the lead, followed by Ed Ross, sponsored by Snap-On Tools; and boy was it a battle for the lead for 12 laps until Ross got hit hard in a crash, wrecking his Dominator. Cameron had clear sailing through the back traffic for the lead, 2 laps ahead of the other competitors and took the win. Steve Melton finished second and Nick Nickerson was third.

OUTLAW SPRINT A MAIN SPORTSMAN

The ever popular Sprint Class A main came to the line. Just cause they're sportsmen, don't think there weren't Big Names in this race, such as Dwayne Yates, President of Pure-tech Racing. It was Pure-tech's Derek Povah, however, who stunned the field by grabbing the lead at the start

(Continued on Page 72)

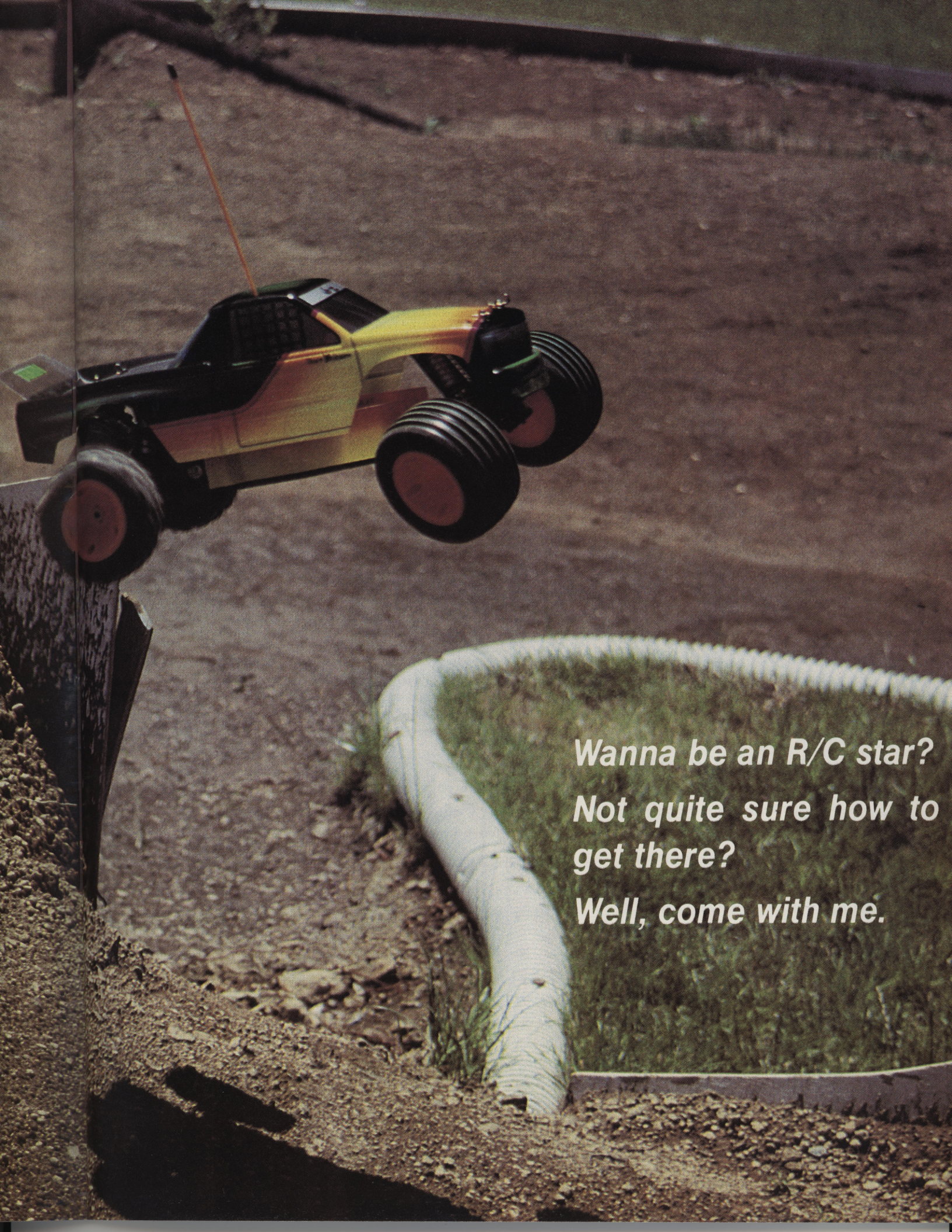


JRxT BOX STOCK CHAMP

By Dan Bullock

Action Photos By Dennis Weathers

Still Photos by Dan Bullock


Wanna be an R/C star?
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Site:
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Action:
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Site:
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JRxT National Champ

So, how can you get into the picture? At approximately $200.00 radio, motor and speed control, you will be the Star in your Monster Racing Spectacular! As a bonus, an extra $40.00 gets you wheels, tires and body for the JRx2 Pro and you will have a great two wheel drive car as well. By now you have read the ROAR and NORRCA Nats results and there is no question that the JRxT is THE major player in monster truck racing today. Let's build and race one and see why!

First, lay out the kit contents, organized logically into component bags. What you see is all it takes for a Nationals winning truck. Yep, "Box Stock!" Follow the excellent instruction manual and I will give a few tips as well. Remember to remove the flashing (extra plastic nubbins) from all plastic parts with a sharp X-acto knife. Cut away from you, preferably down onto a hard surface for safety, a 1 1/2 X 2 1/2 foot sheet of lexan will protect your kitchen table and keep your wife or mother happy. I also used an old bath towel on top of my bench to keep parts from rolling off onto the floor. Thorp 1/16 and 3/32 ball end screwdrivers and also 3/16 and 1/4" nut drivers are very helpful as well. A real speed tip is a powered screwdriver with a no. 2 Phillips tip and a Jacob's chuck for a 3/32 allen wrench tip. Be careful not to build up too much heat in plastic parts by driving the screws too fast. Also, watch that you don't strip the Phillips screws.

In bag A (14 minutes to assemble), be sure to remove the flashing under the left side of the bulkhead. Before placing the battery holder, you may want to drill holes to move it further forward if you will be racing in modified (7 cell) classes only. This makes servo placement a little tight but if you are careful it can be done. Team Losi has a new battery holder that works well for this and bridging 7 cell packs that are separated into a 4 cell unit and a 3 cell unit (as for saddle packs). The new battery holder is a little more open and makes an easier fit for the side to side assembled SCE packs used by those who frequently rematch their SCE cells. Seven cells in a row keeps the center of gravity lower and provides better weight distribution. You can take a normal battery cup and cut out a portion of the front to serve as a bridge at the junction of the 3 and 4 cell parts, though the new holders are better. Some use the PRO shock tower (A-2020) for more rear shock adjustments.

Bag B Differential Assembly

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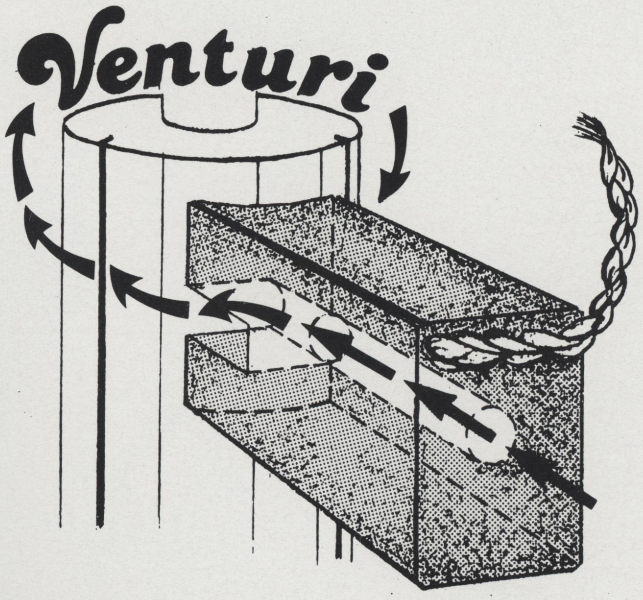

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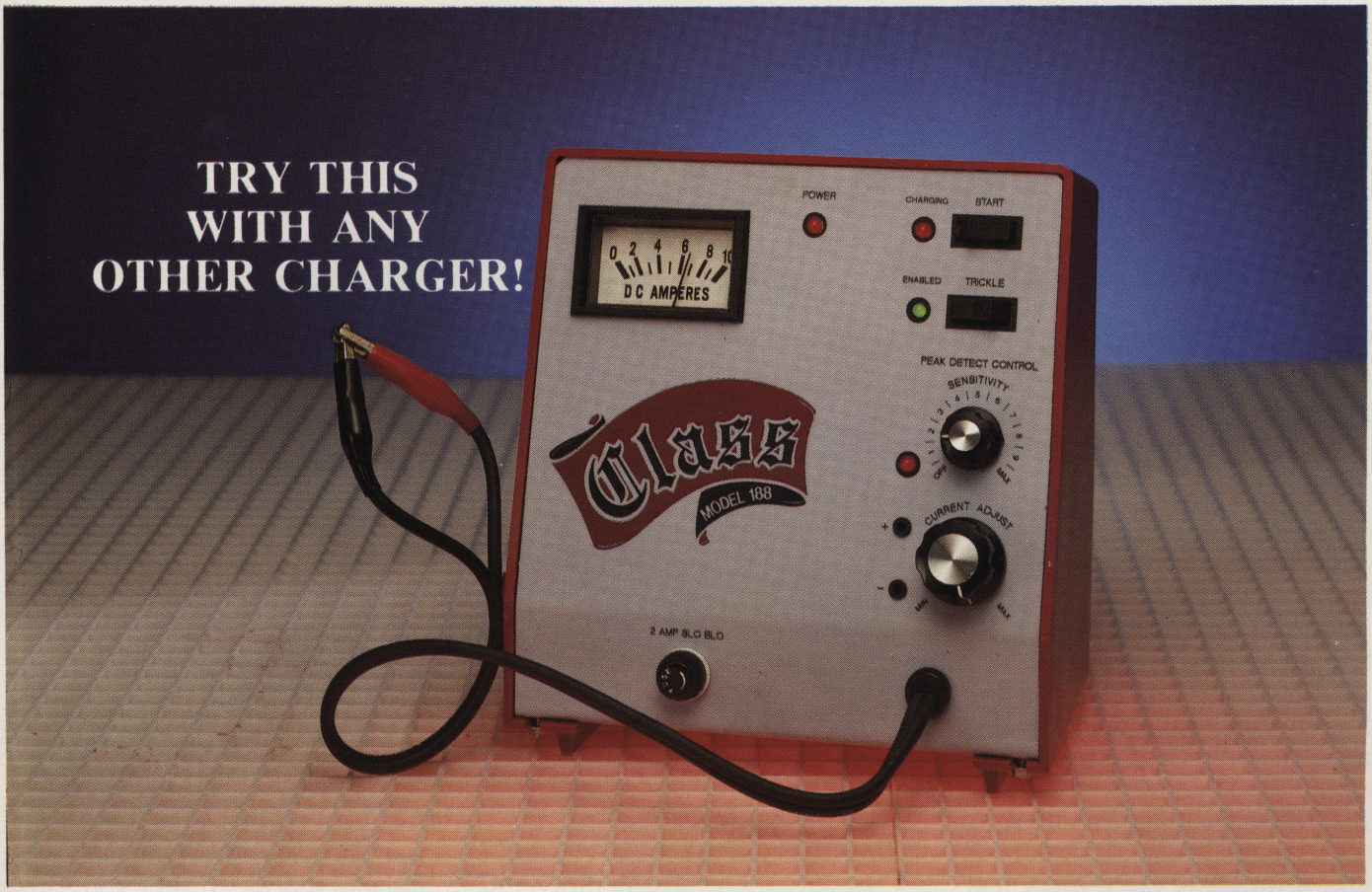

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(45 minutes). Pretreat all bearings with your lubricant of choice. I used Paragon's liquid bearings thinned with lacquer thinner. Place a dab of grease in your clean palm and roll the ball bearings around until they are evenly and lightly coated with grease. then assemble the main diff gear. You can coat the teeth of the gears with Lubritooth (VRP), but not grease. A hot new part is the main diff gear with special bearings (A-3020). This really "smoothes" out the already excellent Low Rotating Mass diff and helps soak up the inertia built up by wildly spinning rear wheels when landing from jumps.

What is the purpose of Low Rotating Mass anyway? Great attention has been given in the JRx2 to keeping the diff gears small in diameter and light weight. 1. The car can accelerate and decelerate faster as there is less weight in the diff to start or stop spinning. 2. There is less gyro affect so the car can change directions more easily.

Neatly packaged kit.

In part 1, Bag B, don't forget to bevel the female diff half if using the main diff gear with bearing. In step 6 make sure not to use the 3/16 X 3/8 bearing. Step 7, you can slip tthe button screw (21) through the hole in the female diff half, thread the lock nut part way onto it and use the screw to pull the locknut into place. Then remove the screw and build the diff assembly as shown in the manual.

In Part 2, Bag B, do step 5 first and use the pinion shaft to help pop the bearings into place. Make sure the U-joint is interlocked in step 8 and then tighten the screw by holding the U-joint outdrive between thumb and finger of one hand, tightening the 4-40 X 1/2" screw with an allen wrench. Losi has introduced new "white" plastic drive shafts (A-3019) to mix with the stock grays (white male with gray female or vice versa) as they have found the dissimilar plastics decrease friction.

In Part 2, Bag B, step 21, just slip off the diff into place and place the front two 8-32 x 1/2" screws only. Wait to place the other screws until you have placed the inner hinge pins.

Bag C (55 minutes), be sure the 1/4" balls are just able to spin freely on the 4-40 X 1/2" socket head screws. The wear then occurs metal on metal as the suspension links move and gives better durability. Steps 8 through 10, you will want mirror image assemblies when complete. Step 12, crimp the pin lightly diagonally in the middle prior to placement to help it stay in place. Watch for burrs on the inside of the U-pivot, emery cloth will remove them and prevent binding. Also remove the flashing from the ball holes. Step 14, use the axle shaft to help pull bearings into hub carrier. Crimp the center of the pin lightly to help lock it in.

Before step 18, drill 3/32" diameter holes in the end of the rear pivot support and in the corresponding ends of the rear bulkhead so that 4-40 X 1/4" socket head screws can be used to lock the hingepin in place (See screw heads in photo for location). The wear will then occur

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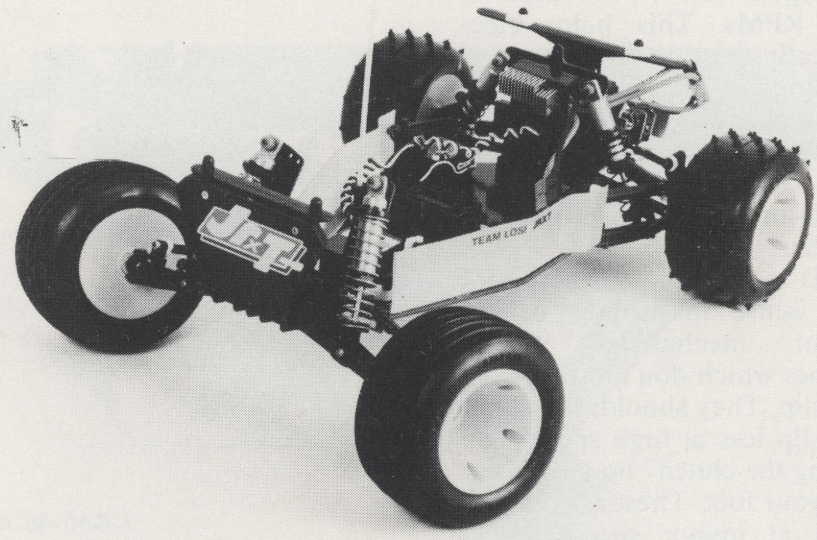
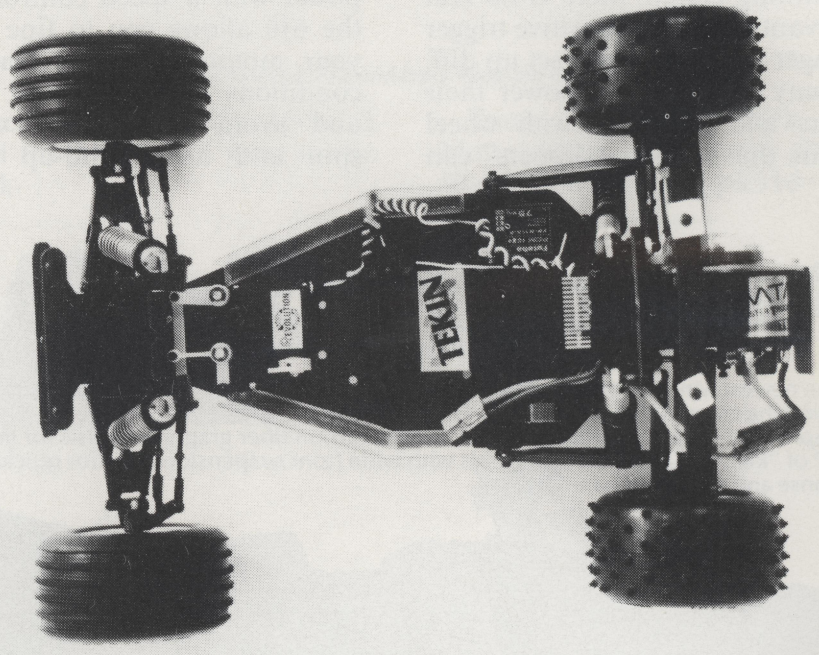
on the suspension links which are harder plastic and wear more slowly. After step 26 is complete, you can place the back two 8-32 X 1/2" screws. Step 32, make the upper camber arm about 2" long, end to end. A neat trick is to make some closed cell foam "O" seals of 3/16" thick foam (3/16 O.D. X 1/16 I.D.) and place on all 3/8" studded ball joints (except steering controls). Then use a slippery grease on the rod end sockets before snapping them in place. The grease keeps the joints low friction longer and the foam seals keep the dirt out.

Bag D (45 minutes), see that the servo saver and idler arm turn freely on the steering posts. If not, rasp them lightly with a 3/16" round file or drill bit. You may choose to use the ball bearing steering kit for better durability (A-1504). The upper camber control arms are a little under 2 1/2" long and the steering arms are about 2 7/16" long end to end.

Bag E (40 minutes), use 20 weight oil in the front shocks and 10-20 weight oil in the rear shocks or better yet, drill out the 3 holes in each of the front pistons with a number 56 drill bit and use 20-30 weight oil in the front shocks and 20 weight oil (rough tracks) or 30 weight (smooth tracks) in rear shocks. One of the reasons these shocks work so well is their unique cartridge with air chamber. This allows the oil to fill the chamber when the shock is fully compressed, compensating for the added volume of the shock shaft and gives much smoother action than other shocks.

Bag F, (30 minutes), spin the tires and wheels on the axle before you place the screws to help you in truing them. Make sure you only tighten the screws a little at a time to keep the wheels trued as you lock the rubber in place. A little extra care here can give very true tires and wheels. These wheels are also available in red and yellow as well as factory orange. Losi is introducing new X pattern tires for the rear





Above: Fully assembled champion, note rock guards. Below: Aerial view: Long and Strong!

(more bite) and spiked fronts.

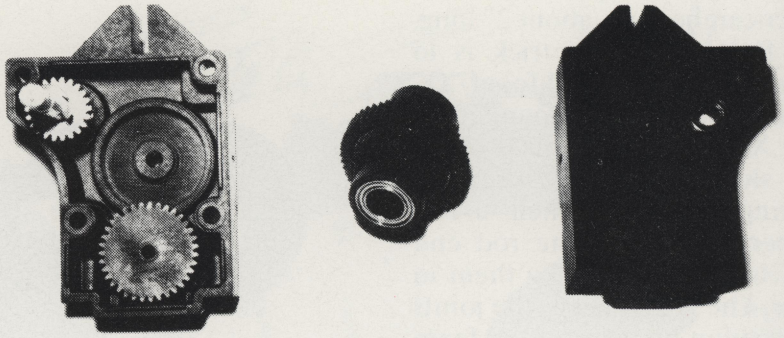
Bag G, (1 hour), I recommend a high torque servo like the Futaba S9301 (70 oz. in. of torque) for monster truck use. I like RP Racing Products IF-1 interlocking fastener, it is very strong and light, it elevates radio gear about 3/4" off the graphite and it allows you to easily transfer speed controls or receivers from one car to another repeatedly. Tekin Electronics supplied one of their brand new ESC 610 speed controls. The 700 is their top of the line but they have added torque control to their whole line now (310, 610, 700). The 610 can take the high current draw of modified racing and is much smaller and lighter than the 700.

TORQUE CONTROL

What is torque control? This

adjustment pot allows you to limit the amperage draw by your motor and provides more relative limiting at low RPMs than at high RPMs. This helps electronically control the car when spinning on slippery tracks or with higher power motors. You are more prone to wheel spin when you "punch" it at low speeds and that is where it works the best.

This approach makes a lot more sense than most of the current mechanical slipper clutches which don't have a variable slip. They should, theoretically, slip less at high speed, like "easing the clutch" on a drag car with your foot. These slip just as much at higher speeds as at lower ones. While your car eventually does "catch up" with a spinning clutch, there is no real advantage over a sensitive trigger finger and a properly set up diff. Many tend to over power their cars and lose time with wheel spin, that's where "slippers" can be helpful.



L.R.M. diff, cluster gear is very compact.

Electronically limiting the power with a speed control like the 610 allows you to fine tune your motor/car to the traction conditions at a particular track and avoid unnecessary wheel spin and heat build-up from excess amp draw. You only need enough amps to get maximum power from your motor to the ground. The result: longer run time and motor life plus smoother acceleration and faster lap times. Set the diff so there is no slip, set the torque control pot so that full

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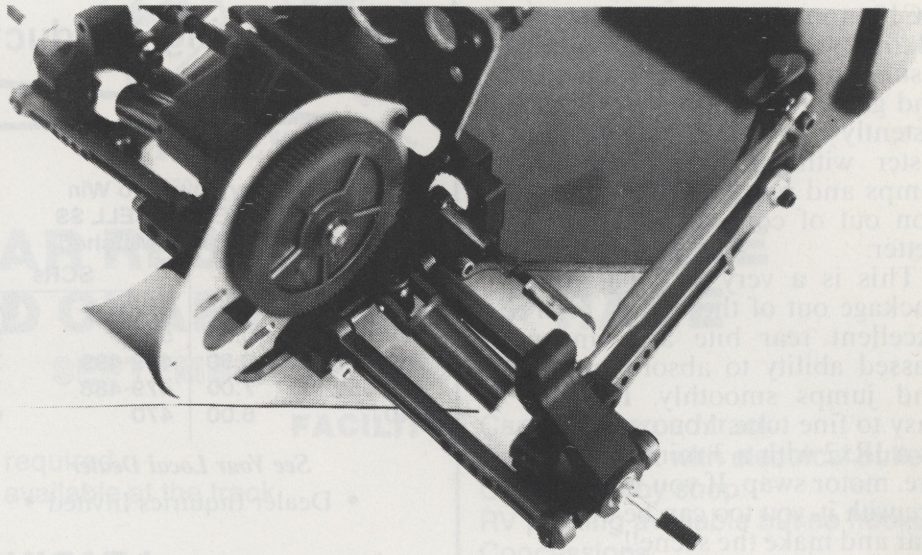

5 link with ball end seals and inner hinge pin locking screws.

throttle acceleration on a full battery pack gives just a little wheel spin.

Team Losi developed the MTM motor just for this truck and it works quite well for most tracks. If you have good traction and alot of short chutes, a Junior's Choice also works well geared approximately 16/86. I used the MTM and went to the track.

Team Volcano's track in Mount Shasta can be run about 30 different ways so I picked two.

WINNER

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Sunday, Sept. 9, Track opens at 7AM
Races start at 9AM. All modified qualifiers and mains will be run on Sunday.

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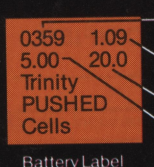

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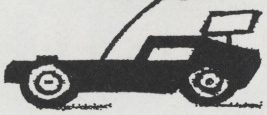

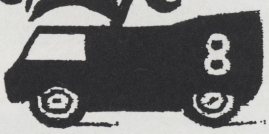

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STAGE III . . .

Answers the TOP TEN Questions on Batteries & Wire

By Don Brown
Manager, Stage III

Readers Note: Stage III is an independent cell processor that matches both new and used NiCd cells for racers, retailers, and distributors throughout the world. Using custom-designed, computerized precision equipment, Stage III has conducted two and a half years of extensive research on NiCd cells. Over 150,000 cells have been processed, and over a million cycles have been performed! Cells processed by Stage III have powered four national champions to date.

Question 1:

Can NiCd cells be revived? Yes and No! When cells are assembled into a pack and used, the cells will undergo some changes. How much change depends on how well they are matched, how they are used, how frequently they are used, and to what extent they are abused. The standard SC and SCR cells will typically go bad from continual dumping. Each time you dump, the weakest cell in the pack gets driven into reverse polarity. Eventually, this cell will start losing capacity, and you will notice that the pack isn't performing as well as it used to. When this happens, its time for a rematch.

By rematching the cells, and then recombining the cells into new packs, you can essentially revive some packs close to their original quality.

SCEs will also under this deterioration, but in addition have a different problem; Sanyo SCEs were definitely not designed for R/C racing. They have thin internal plates which seem to deteriorate when subjected to the high heat and internal pressures caused by high charge and discharge rates. Because of their construction, some deterioration of cell capacity is inevitable over time. The most one can try for is to minimize the damage by not using the cells too frequently and keeping the cells as cool as possible.

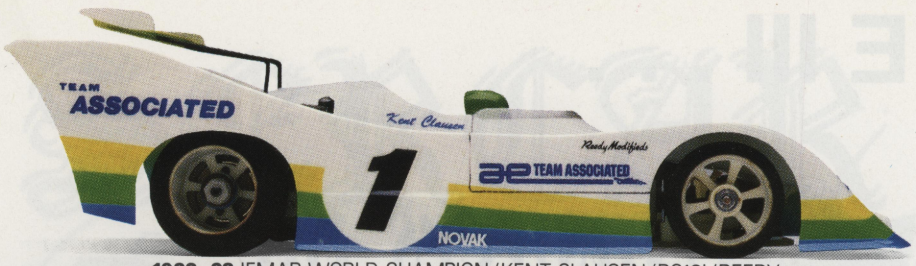
Hopefully, Sanyo or one of their competitors will come out with a cell that has high capacity and is durable, but it's a tricky combination!

Question 2:

What about those chargers that claim to be better for SCEs? Our research has not shown any significant difference between "constant current", "pulse", "soft pulse" or "reflex" charging methods on SCE cells. The size, frequency, or lack of, amp "spikes" in the charge current doesn't seem to make any difference in run time or average voltage. The most significant factors for optimum performance with SCEs seem to be frequency of use and cell temperature.

Question 3:

Then what kind of charger should I buy? If you have a charger that does not have a peak detector circuit, you may want to consider buying one that does. It can help aviod overcharging your cells (causing them to vent or explode) which would save you money in the long run. If you have a charger that does have a peak detector, you should perform this simple test: take a pack of cells that you normally use on a regular basis and connect them to your charger. Begin the charge at your typical charge rates. Attach a voltmeter to the pack and monitor the voltage of the pack as it climbs. As the pack reaches full charge, the voltage will level off to a high point, and then begin to decline. Note the amount that it drops before the peak detector shuts off the charge. This amount should not exceed .015 volts per cell (i.e. .09 V for a 6 cell pack). If your charger drops less than this amount before shutting off,



1982–83 IFMAR WORLD CHAMPION/KENT CLAUSEN/RC12i/REEDY

1984–85 IFMAR WORLD CHAMPION/TONY NEISINGER/RC12i/REEDY

1986–87 IFMAR WORLD CHAMPION/TONY NEISINGER/RC12L/REEDY

1988–89 IFMAR WORLD CHAMPION/MASAMI HIROSAKA/RC12L/REEDY

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1988–89 IFMAR WORLD CHAMPIONSHIPS/BAARN, HOLLAND			
First	Masami Hirosaka	Japan	RC12L/Reedy
Second	Tony Neisinger	USA	RC12L/Reedy
Third	Christian Keil	West Germany	RC12L/Reedy
Fourth	Kent Clausen	USA	RC12L/Reedy

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Masami Hirosaka (center), Tony Neisinger (left) and Christian Keil (right) led a united nations sweep of the 1988–9 World Championships.

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KEEP IT! If it drops more than this, you may want to consider buying another charger, or keep an eye on the one you have when charging and disconnect the pack when the volts start dropping. Other than this test, the only criteria regarding chargers to consider is price and features. I like chargers that enable you to turn off the trickle charge.

Question 4:

How should SCEs and SCRs be charged? Optimum performance for SCEs seems to occur at charge rates around 3 amps. This rate gives the best combination of run time and average voltage. SCR charge rates should be at a minimum of 4.5 amps, and a maximum of 6 amps. According to our research, higher rates than this produce no significant improvement in performance. If you are using a good peak detector charger, letting cells trickle charge has also not shown any significant advantages.

The following charging procedure is what Stage III recommends. It will ensure that each cell in the pack is fully charged,

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DEADLINE SEPTEMBER 1, 1990

and will avoid overheating the cells.

Cell Type:
SCR
Initial Charge:
4.5 Amps
(No Trickle)
Cooling:
10-20 Min.
(Till room temp.)
Peak Charge:
5.0
Cooling:
10-20 Min.
(Till room temp.)
Final Charge:
5.0
(Till warm but not burning)
Cell Type:
SCE
Initial Charge:
3.0 Amps
(No trickle)
Cooling:
10-20 min.
(till room temp.)
Peak Charge:
3.2
Cooling:
10-20 Min.
(Til room temp.)
Final Charge:
3.2
(run cool)

Question 5:

How should the cells be discharged and stored? NiCd cells maintain their best condition when they are used completely each time. So, the cells shoud be discharged using a "load" to completely empty them. This load can be auto light bulbs, discharge resistors, a spare motor, etc. Check the pack with a voltmeter. It should read zero. Once it does, you can remove the load from the pack and store it in a cool, dry place. Some racers prefer to leave the load on the pack in storage. This will not damage the cells if they pass the following test: With the load connected to the pack (and the voltage of the pack reads zero), take the voltmeter and check each cell for voltage (remember to observe polarity). If any of the cells read negative, they are in reverse. Now, a little bit of reversal is not damaging, but if a cell reads - .08 or more, it would be better to store the pack without a load on it. Some racers store their packs in the refrigerator. This has not shown to have any affect in our tests. Never freeze your cells. Frozen electrolye can internally short the cell, causing permanent damage.

Question 6:

What about cycling my cells? How and how often? SCRs can be kept up to their optimum by using them no more than once every 24 hours. SCEs should be used only once per week. Our research has shown that the optimum frequency of use is 12 or more days for SCEs, but this is not practical for most racers. So, a compromise of 7 days rest is what we recommend.

As far as cycling is concerned, the best cycling is running the cells in the car! It serves two purposes. One, it keeps the cells fro going to "sleep" which they will do if stored for long periods of time. Two, it makes you practice your driving! If you cannot find time to go to your local track, you can cycle your cells at home using your charger and the

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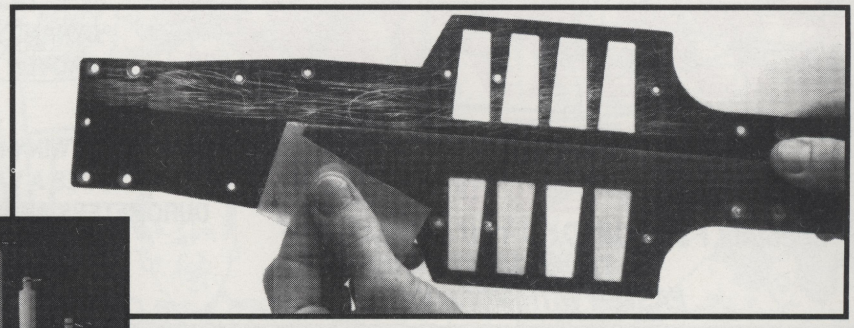

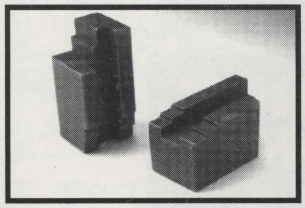

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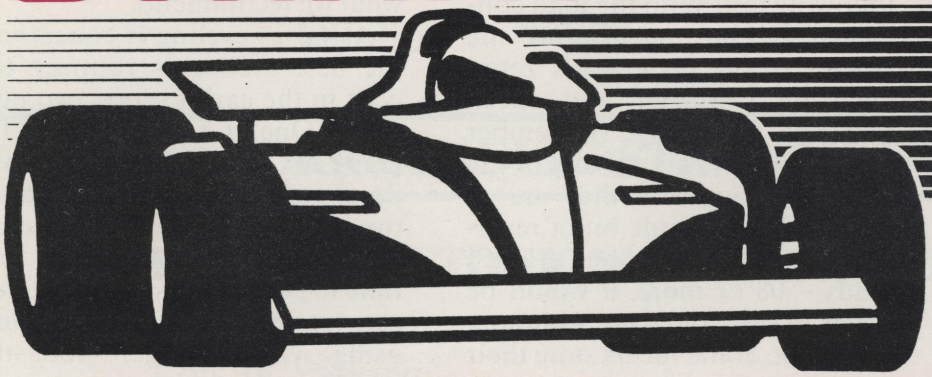

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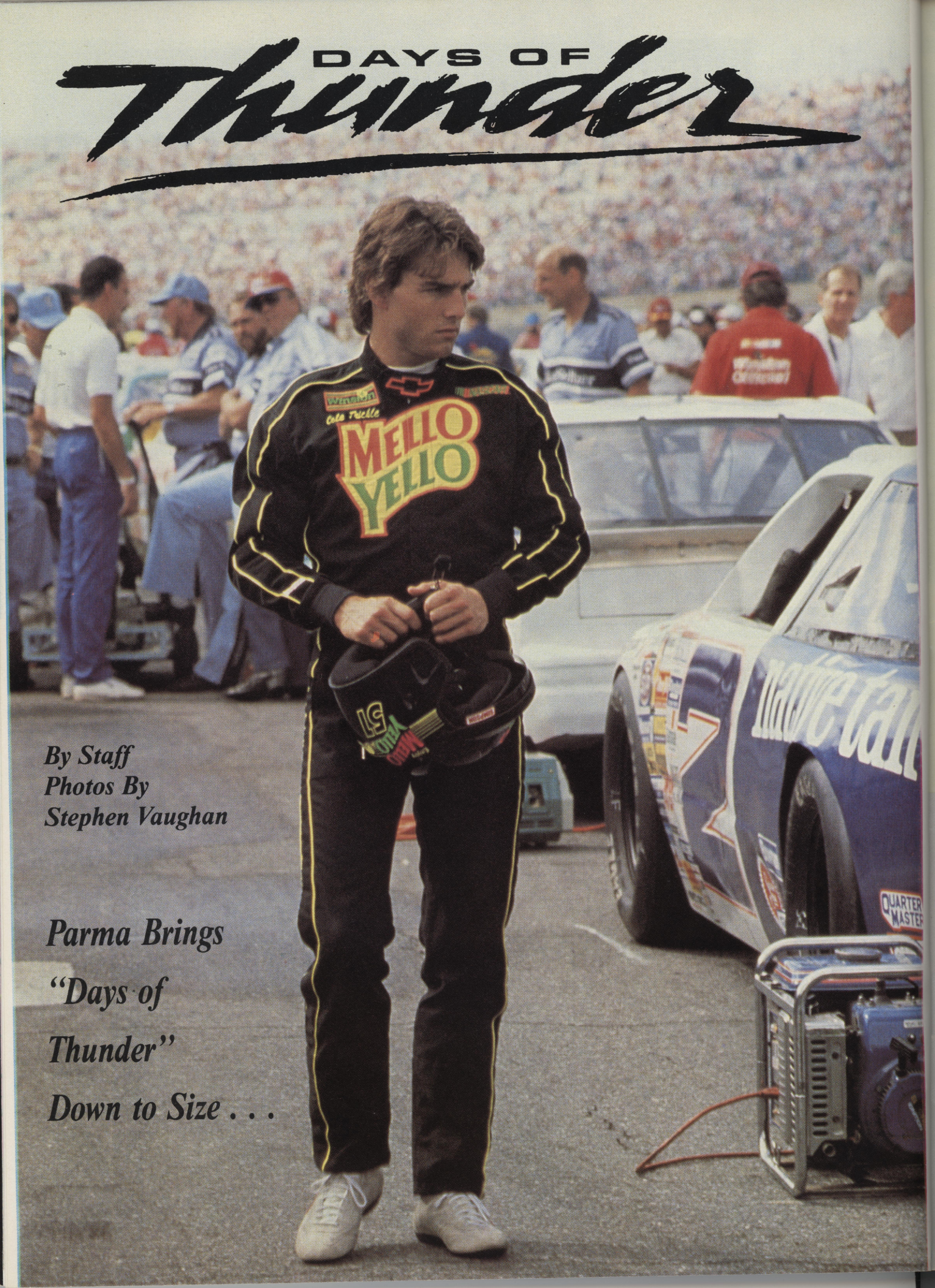
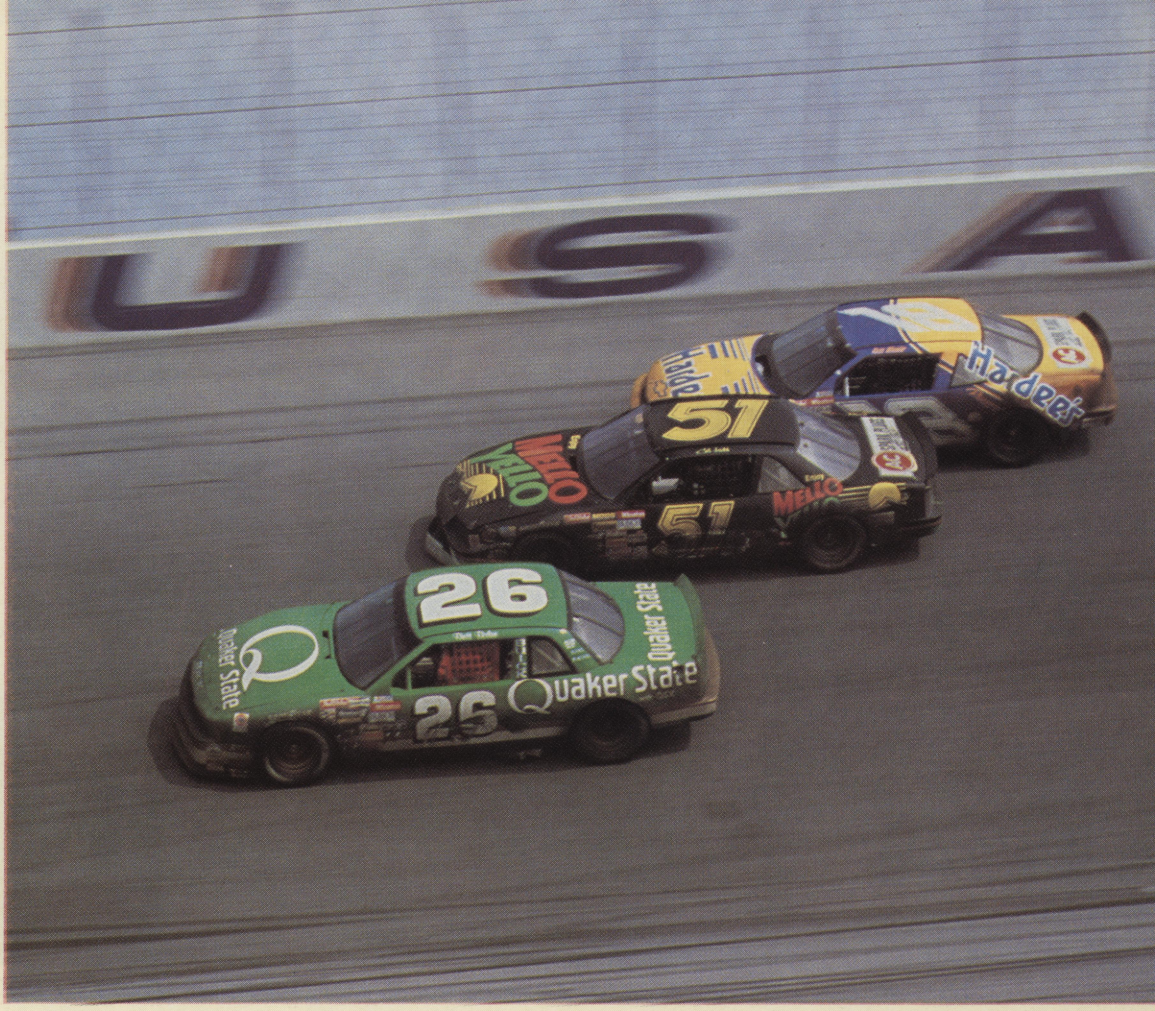
DAYS OF Thunder



By Staff
Photos By
Stephen Vaughan

Parma Brings "Days of Thunder" Down to Size . . .



Above is a speed shot of the full scale "Mellow Yellow" Days of Thunder car.
Below is the scaled down version of the car produced by Parma International, Inc.

Tom Cruise stars as Cole Trickle, an ambitious young race car driver, and Nicole Kidman plays Dr. Claire Lewicki. The Paramount action-drama was produced by Don Simpson and Jerry Bruckheimer and directed by Tony Scott. The screenplay by Robert Towne is based on a story by Robert Towne and Tom Cruise.

. . . 1/10th Scale size that is! Parma International and Paramount Pictures got together to produce this 1/10 scale "Mello Yellow" R/C car.

THE MOVIE

"Days of Thunder" grossed 21.5 million dollars during its first five days in the U.S. "Days of Thunder" is an action-drama set against the gritty, competitive world of the NASCAR racing circuit. "Days of Thunder" stars Tom Cruise as Cole Trickle, an ambitious young race car driver, in a story of personal endurance and self-discovery. Academy Award-winner Robert Duvall plays legendary crew chief Harry Hogge, lured out of retirement by businessman Tim Daland (Randy Quaid), who pairs Harry's genius for building race cars with Cole's skill at driving them. On the NASCAR racing circuit, the lives of drivers, crew chiefs and car owners are governed by the pulse-pounding excitement of this thrilling American sport.

THE HISTORY OF NASCAR

Before we get into the 1/10 scale "Mellow Yellow" car let's look into the History of NASCAR. NASCAR is the National Association for Stock Car Auto Racing, an organization that has evolved from the pioneering dreams of a professional auto racing governing body into an internationally popular motorsport.

William Henry Getty "Big Bill" France, an enthusiastic stock car racer who had settled in Daytona Beach, organized his first race in 1936, laying out a 3.2 mile course that ran north on the hard-packed sand of the beach. By 1947 France was promoting eight or ten races yearly on the National Championshiop Stock Car Circuit. Stock car racing had never been so popular. However, there was little consistency to the sport with rules changing from track to track.

On December 14, 1947, France convened the first meeting of the National Championship Stock Car Circuit at the Streamline Hotel in Daytona Beach. The meeting was attended by about 15 promoters, racers and garage owners from the East Coast. They selected the name National Association for Stock Car Auto Racing, and it was agreed that races sanctioned by NASCAR would be run according to uniform standards.

The first NASCAR-sanctioned race was the Winter 160 at Daytona Beach on February 15, 1948. In the inaugural season NASCAR sanctioned nine races in the Grand National Series (now know as Winston Cup Series). By 1950 there were 395 NASCAR-sanctioned races. In addition to suggesting safety standards and arranging insurance - previously unavailable for tracks and competitors - NASCAR guaranteed the purses at

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Please call the track holding the race for more information, directions etc.

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the races it endorsed. It also initiated a national-standings system based on points.

NASCAR's flagship series. The Winston Cup, now covering 29 races on 16 tracks in 13 states, has been the benchmark of automobile competition since the R.J. Reynolds Tobacco Company began sponsoring the series in 1971.

Today, sanctioning a dozen forms of stock car racing, NASCAR administers more than 1,700 races each year, welcoming 19 million fans to more than 100 racing facilities.

Big Bill France resigned as president of NASCAR in 1972 to turn the reins over to his son William C. France, known as Bill Junior. While Big Bill is credited with bringing order from the choas in the early days of dirt-track and beach-course racing by organizing the points fund and ushering in the superspeedway era, Bill Junior has led stock car racing from a regional to a national sport.

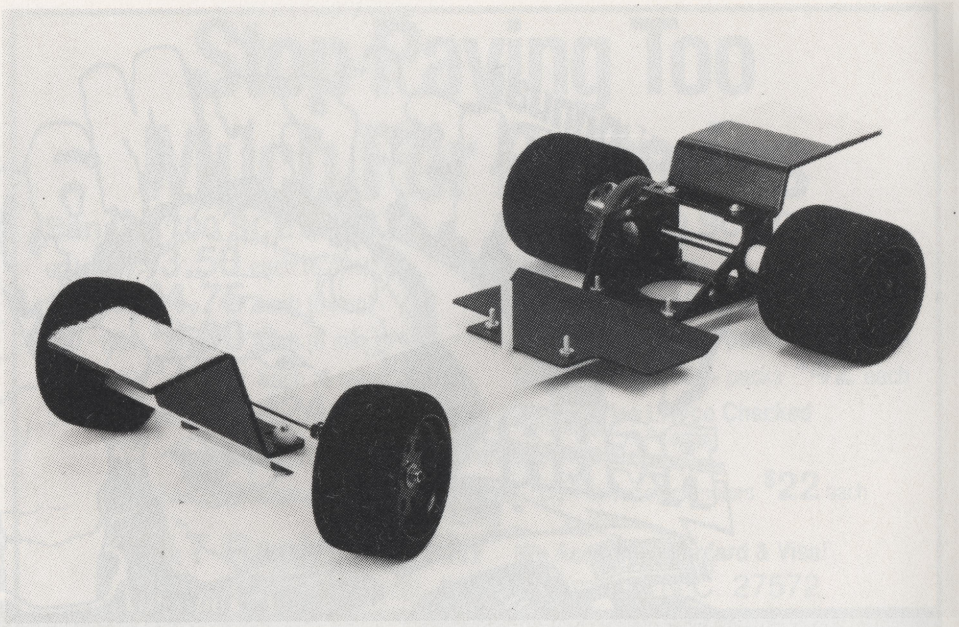
16 tracks in 13 states play host to NASCAR's prestigious Winston Cup Series. The lengths of these tracks range from .526 miles at the Martinsville Speedway in Virginia, where lap speeds average in the 80s, to the 2.66 mile track of the Talladega Superspeedway in Alabama, where speeds run close to 200 mph.

THE CAR

The first thing one should do before beginning assembly of the Parma Days of Thunder kit, is to see the film. This action packed movie will get you excited about your own car. You may even find yourself talking to the car as you bring it to life.

The assembly will be a breeze with the nice exploded view drawing and limited words. A good picture is worth a thousand words, and Parma has definitely improved the quality of their instruction books 1,000 fold.

The kit is brightly packaged and factory sealed, inside you find a crystal clear Parma Chevy Lumina body. The detail is impecable, of course. I also immediately notice 2 huge colorful decal sheets. These sheets include all the necessary graphics for the Mello Yello car. Also on these sheets are all the small detail items I need to make this car look like the real thing. There is even striping if I don't want to paint the trim on. All I need to do is mask off the windows and paint it black.



A view of the "Mello Yellow" rolling chassis car kit.

Well onto the mechanics. I am reviewing the components to see what it's all about. It's obvious the kit is very basic. I mean to say, it is not designed to compete with expensive pro-cars, but it is perfect for a new racer or just for someone who wants to have fun.

The kit is a rolling chassis. That is to say it contains no motor, batteries or radio equipment. It begins with a very basic fiberglass chassis and front crossbar. The front suspension is similar to a pro car in that it uses king pins and springs for added steering ability.

The rear end is comprised of an aluminum rear pod, (like the one used in their world class Pro-12) a steel axle and aluminum hubs. The obvious advantage of aluminum in this case is the fact that they will not strip out like the nylon ones might. Included also is the ball type differential which gives the rear wheels independence and a 48 pitch nylon spur gear. There are a lot of spacers which give the rear end maximum width.

The wheels make "The look", they're black stock car type, and once you mount the pre-trued rubber they look even better.

A nice touch to this kit is what Parma calls invisible body mounts. These are kydex and use velcro to provide a clean, snug fit to the body. This, of course is not the best method for serious racing, but it does eliminate the need for lining up and cutting holes through the body.

My conclusion is that this kit will not win the worlds, but it will win your heart when you see this very scale looking car roll out of your R/C garage.

In selecting the guts for your new stock car, we recommend Parma's no. 14100 ROAR approved Cyclone II stock motor and Parma Sanyo 6 cell sport pack. No. 11254. As for radio gear, ask your hobby shop owner. He can give you the best advice in this area. Gentlemen, we'll see you at the track!

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•$25 per entry MODIFIED
Free T-Shirt for each Entrant
•Concourse event

ALL MONSTER TRUCKS!

•NORRCA Rules & sanction

B&B SOFTWARE AUTOSCORE

Lodging Special:
Newport Mesa Inn
2642 Newport Blvd.
Costa Mesa, Ca. 92627
1-800-554-2378

Best Western

SCHEDULE:

Friday: 10 am - 7 pm Practice
Saturday, 10 am-3 rounds of qualifying
Sunday, 10 am-Last qualifier and all mains
Trophies for all A-main drivers
Other mains, 1st, 2nd & 3rd
Sat. & Sun. doors open at 7:30 AM

OFFICIAL ENTRY FORM: RCHR MONSTER MASH '90

Name _____
Address _____
City _____ State _____ Zip _____
Class _____ Freq. _____ _____ _____
Class _____ Freq. _____ _____ _____
Class _____ Freq. _____ _____ _____
Your Sponsors _____
_____

RCHR RADIO CONTROLLED HOBBIES RACEWAY

COSTA MESA, CA.

For more information, call
(714) 631-1555
No motor homes, no camping

Make Entry fee check payable to: Radio Controlled Hobbies, 2011 Placentia, Costa Mesa, CA 92627

Entries due by September 30, 1990 -Limited to the first 150!

(Continued from Page 61)

tact, or it was not charged exactly the same way, the results will not be repeatable! For instance, at Stage III our discharge rate is controlled by a computer accurate to 1/100th of an amp. Also, the "human factor" caused by different operators is eliminated by using automated charge, peak charge, and peak sensitivity functions. Consistency is expensive, and time consuming, but it is the only way to be accurate.

Question 9:

How should I assemble my packs? Cells should be grouped into packs with no more than 8 seconds difference in runtime between the highest and lowest cell. Any more than this will run the risk of cell damage when you dump. Average voltage for the cells is also considered. It is a direct reflection of the internal resistance of the cell, which is a result of manufacturing variances. The higher the sum total volts for the cells, the greater the "punch". Assembling the cells should be done carefully. Use a high powered (60 watt) pencil-style soldering iron and a very hot (800+ degrees) 1/4" or 3/8" chisel point tip. This will melt the solder quickly, shortening the time the hot iron is in contact with the cell ends.

I recommend putting single cell heat shrink on each cell before the assembly. It provides a gluing surface so that the manufacturer's shrink underneath isn't destroyed when you tear down the pack for rematch. It also adds another layer of insulation to protect the cells from shorting out on graphite chassis, battery braid, etc. Some racers put shrink tubing around the whole pack. This looks neat, but often creates air pockets which hold heat in and contribute to cell damage.

Question 10:

What kind of wire and connector should I use? It depends on what you want to do. You can add resistance and extend run time slightly by using higher gauge (thinner) wire, but you will also lose power. In my opinion, wire size should not be used for this, but gearing, speed controller setup, tire size, and motor choice should. The whole idea behind wire selection is low resistance. Lower gauge (thicker) wire has more surface area. Electrons flow across the surface of conductor molecules, so it stands to reason that more surface area results in lower resistance. Next is the issue of stranding. Stranding is needed in wire to make it flexible. The more stranding, and the finer those strands are, the more flexible the wire will be. R/C cars need flexible wire to avoid any effects the stiffness of the wire would have on the handling of the car (tweak). If you had very stiff wire attached to your motor, your rear pod would not respond to track surfaces properly.

Flexibility also is a factor with insulation of the wire. Some insulations get stiff after being exposed to lots of heat. Some even burn away! The highest grade of silicone rubber is my choice for insulation. It remains super flexible even after repeated heatings, and it won't burn. As a test, hold a burning match under it!

The next problem is eliminating resistance by using the least amount of wire you can in the car. This means setting up the car components so that the distance between them is as short as possible. Check out the photos of winner's cars in old issues of Competition Plus Take a hint from their setups, and see if you can improve upon it!

Last is the issue of connectors. They are convenient, but in my opinion are not recommended in serious competition. That's why we don't make one. If you want to use them anyway, get some that have large amounts of surface area on the contacts. This will lessen the power loss you get from using them (they increase resistance). Also, solder your wires onto the connectors, don't just crimp them.

Gold plating seems to be the fashion these days with connectors. The only real advantage here is that gold resists corrosion from moisture. It does not significantly help in power transfer. It is helpful in low power, high frequency transfer, such as audio equipment. It also cost more, and wears off easily because it is soft. If you elect to hard wire (no connectors) your batteries by soldering them each time, put a piece of wire or braid one to two inches long on your positive and negative end cells in the pack. This way you are not touching the hot soldering iron to the ends of the cells each time you hook up or disconnect the pack.

My last piece of advice is always this: If someone tells you something, and it doesn't seem to make sense, don't spend too much time worrying about it. It's probably wrong!!

Stop Paying Too Much For Batteries

Sanyo 1700 SCE Cells

up to 639 $3.50 each (6 min)
640 - 659 $4.75 each (6 min)
660 - 674 $6.00 each (6 min.)
675 - 689 $7.85 each (6 min.)
SCE 6 cell stick packs $24.95 each

Sanyo 1200 SCR Cells

Individual Cells
Matched 6 cells 480+ packs $25 each
Matched 6 cells 490+ packs $32 each
Matched 6 cells 500+ packs $42 each
All Batteries LAVco Checked

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(NEW) East Coast stock motors $22 each ■ Light Speed stock motors $22 each

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CALL 919-471-2060 12:00pm to 8:00pm E.S.T.

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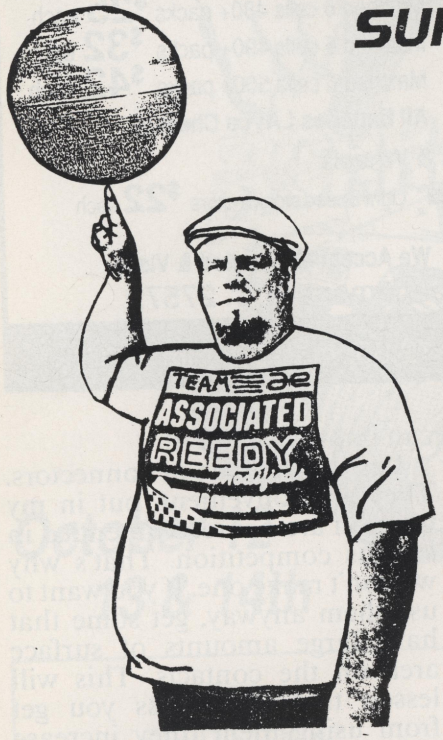
MEGATRAK

SUPER SPEEDWAY Presents The U.S.



Butch, the Atomic Dragster says

IT'S WINNIN' TIME!

At

MEGATRAK

September brings to **MEGATRAK** three of the Biggest names in the R/C Industry. All three have put their tricks in a magic box; and guess what? They pulled out the **United States Paved Oval Championships.** But this is no magic trick. It's for real. It's as real as **Mike Reedy, Chris Morris,** and **Bob Novak.** And these guys can put on a show, and a show it will be. The top drivers in the country will appear, and this is definitely an event you won't want to miss. **Reedy, Du-Mor R/C and Novak** promises the show of shows, the **U.S. Paved Oval Championships,** only at **MEGATRAK.** September 22nd and 23rd. An information package will be sent to you upon receipt of your entry form and payment. This will include hotel, motel, and other accommodations along with race schedule and format.

MEGATRAK is located on Rt. 70 between Mile Markers 31 & 32 in Browns Mills, NJ between Rt. 72 & 539.

Make checks payable to Ed Angiuoli
Mail entries to:
MEGATRAK
c/o Precious Cargo
P.O. Box 815
Browns Mills, NJ 08015

Track Information
(609) 893-MEGA
Travelling Directions
(609) 893-7743
MEGAFAX:
(609) 893-0303

$ 30.00 MODIFIED PER ENTRY
$ 35.00 STOCK PER ENTRY *
*** This includes one hand out stock motor**
Entries will be limited - Sorry No Refunds

Sponsored By

REEDY Modifieds

DU-MOR R/C RACING

THE DEFINITION OF SPEED

And

NOVAK ELECTRONICS, INC.

PAVED OVAL CHAMPIONSHIPS

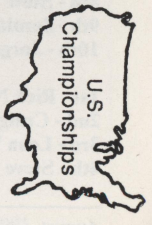
SEPTEMBER 22ND & 23RD, 1990

Name_____ Phone # ( ) _____

Address_____

CLASS	STOCK	MOD	FREQUENCIES		
1/10th Pan	☐	☐	1._____	2._____	3._____
1/12th Pan	☐	☐	1._____	2._____	3._____

Dont' miss the Biggest Oval Event of the Year!



(Continued from Page 41)

and pounding down a two-lap victory over 2nd place teammate Steve Taffert. Third place went to Ken Kenow, who had been close on Taffert's tail.

OUTLAW SPRINT A MAIN EXPERT

A thrilling race with numerous lead changes - it was the Killer Main. Team Twister's Jimmy Gouge led from the beginning; but it was Kevin Stevens of Revtech who took it back with some cool-handed driving. Displaying awesome driving skills, John Peterson and John "Hammer" Smith capitalized on mistakes by Gouge and Stevens. Battling for the lead, John Peterson and John "Hammer" Smith took over first and second positions; but Peterson pounded down the ponies to claim the checkered flag, followed by John "Hammer" Smith in second and Kevin Stevens in third.

CONCLUSION

Race number 3 proved to be a challenging event with a new twist thrown in - the "tri-oval". Racers had to conquer it while solidifying points position in the series. El Cajon was an awesome track, and everybody had a great time. Congratulations not just to those who won but to all who showed up and gave it their best efforts!

SUPER STOCK TRUCK
A MAIN

1st - Dave Knox
2nd - Ed Jostie
3rd - Ed Askew
4th - James Mondragon
5th - John Kelso
6th - John George
7th - Patrick Rachau
8th - John Keck

2WD STOCK
A MAIN

1st - David Potter
2nd - Loren Holmwood
3rd - Sean Sinclair
4th - Paul Mollaro
5th - Harald Davis
6th - Timmy Bennett
7th - David Souza
8th - Steve Saik
9th - Jerold Stevens
10th - Jorge Takamoto

B MAIN

1st - Rick Noel
2nd - Craig Arnold
3rd - Leon White
4th - Steve Castillo

KING, N.C.

King RC Cells

FLASH!!!
East Coast Dirt Oval Champs
1st in 2WD & 4WD Mod.
TQ in 2WD
1/10 Dirt Oval ROAR Nats
1st in Stock

CELL REMATCHING
Your cells tested using the very latest LAVCO computerized equipment. Cells tested at a 10 or 20 AMP rate. (You Specify).
$1.00 per CELL
Plus Shipping

6 and 7 CELL MATCHED PACKS AVAILABLE
6 Cell SCR #1 $59.95
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6 Cell SCR Practice $25.00
7 Cell SCE #1 $73.95
7 Cell SCE #2 $59.95
7 Cell SCE Practice $35.50

Cleaning Available at 50¢ Per Cell
PACK ASSEMBLY AVAILABLE

HOURS:
M-F 10 a.m. - 8 p.m.
SAT. 10 a.m. - 7 p.m.
VISA/MC/DISCOVER Accepted

King RC

FIVE FORKS VILLAGE - KING, NC.27021
919-983-3969 1-800-448-4712

4WD STOCK
A MAIN

1st - A.J. Patrick
2nd - Mike Patrick
3rd - John Keck

NOVICE
A MAIN

1st - Gerald Armistead
2nd - Chad Lovell
3rd - Mike Adams

STOCK SPRINT
A MAIN

1st - Greg Lund
2nd - Jim Takamoto
3nd - Jan Ross

OPEN MONSTER TRUCK
A MAIN

1st - John "Hammer" Smith
2nd - Eddie Mondragon
3rd - Ed Jostie
4th - Joe Lopes
5th - Ed Askew
6th - David Cornell
7th - Brent Simonian

2WD OPEN
A MAIN

1st - Doug Bennett
2nd - Sean Sinclair
3rd - Jim Takamotor
4th - David Potterr
5th - Steve McAfee
6th - Mike Huston
7th - Jim Collis

2WD OPEN EXPERT
A MAIN

1st - Eddie Knoles
2nd - Kevin Stevens
3rd - Tyler Clements
4th - John Peterson
5th - Danny Eggar
6th - Pat Griggs
7th - Travis Hughes
8th - David Markert
9th - J.R. Sitman
10th - Eddie Mondragon

B MAIN

1st - Steve Rexroat

4WD OPEN
A MAIN

1st - Cameron Patrick
2nd - Steve Melton
3rd - Nick Nickerson
4th - Ed Ross
5th - Robert White

OUTLAW SPRINT
A MAIN

1st - Derek Povah
2nd - Steve Taffert
3rd - Ken Kenow
4th - David Pombo
5th - Dwayne Yates
6th - Randy Duncan
7th - Craig Gilman
8th - Dale James
9th - Robby Collender
10th - Jeff Andrada

B MAIN

1st - David Rackley
2nd - Howard Anderson
3rd - Kendall Ezell
4th - Vince Terzi

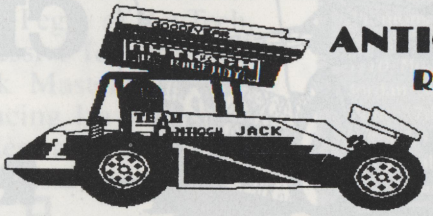
OUTLAW SPRINT EXPERT
A MAIN

1st - John Peterson
2nd - John "Hammer" Smith
3rd - Kevin Stevens
4th - Jimmy Gouge
5th - Steven Redo
6th - J.R. Sitman
7th - Jason Takamoto
8th - Gary Guest

ANTIOCH RC RACEWAY

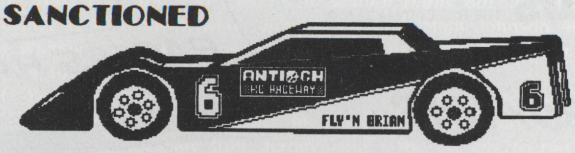
PRESENTS

1990 ROAR REGION SIX
1/10 DIRT OVAL CHAMPIONSHIPS
SEPTEMBER 14th, 15th and 16th



ANTIOCH, CALIFORNIA

ROAR SANCTIONED



CLASSES : 2WD STOCK -- 4WD STOCK -- STOCK SPRINT
2WD MODIFIED -- 4WD MODIFIED -- MODIFIED SPRINT

SCHEDULE :

FRIDAY SEPTEMBER 13

TRACK OPEN FOR PRACTICE
10:00AM TILL 10:00PM

SATURDAY.SEPTEMBER 14

10:00AM
RUN THREE QUALIFYING HEATS

SUNDAY.SEPTEMBER 15

10:00AM
RUN FOURTH QUALIFYING HEAT
RUN ALL MAINS

AWARDS :

Trophies all mains
T.Q. trophies
Concours-sprint and full body

RULES

ROAR rules apply
ROAR membership required
Membership available at track

ENTRY FEE :

STOCK - $40.00
includes one stock motor
additional stock motors $15.00
limit three per entry

MODIFIED - $30.00

TRACK INFORMATION :
110 ft straight away - 10 ft wide
10 degree banks - Hard surface
Foam or cap tires work best
Pit tables - AC power to pits
Hobby shop - Acres of parking
Overnight camping - Snack bar
HOTELS : 10 minutes to track
Lexington Inn - (415) 754-6600
Heritage Inn - (415) 778-2000

REGION SIX PRE-REGISTRATION FORM

NAME_____ CLASS: 1st_____ 2nd_____ 3rd_____

SPONSOR OR TRACK NAME_____ ROAR#_____

ADDRESS_____ CITY_____ STATE_____

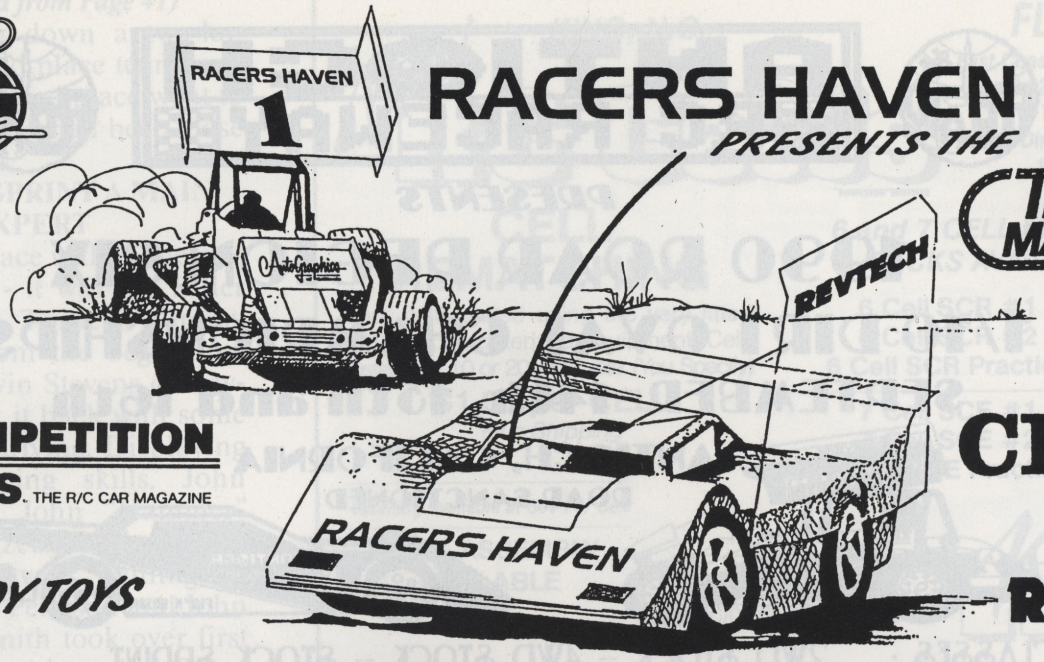
PHONE_____ FREQUENCY: 1st____ 2nd____ 3rd____ CONCOURS YES NO
T-SHIRT TO EACH DRIVER circle one S M L XL XXL
LIMIT 300 ENTRYS -- ENTRY DEADLINE SEPTEMBER 4th
MAKE CHECKS PAYABLE TO ANTIOCH RC RACEWAY
CONFIRMATION SENT UPON RECEIPT OF PAID ENTRY -- NO ENTRY REFUNDS
MAIL TO ANTIOCH RC RACEWAY 5631 LONETREE WAY ANTIOCH, CA 94509

Advanced Products Race Cars

RACERS HAVEN

PRESENTS THE

TRACK MASTER



COMPETITION PLUS. THE R/C CAR MAGAZINE

CKW

BIG BOY TOYS

REVTECH

LABOR DAY DIRT OVAL BAR-B-QUE CLASSIC

WHAT: Racers Haven puts the fun back in Dirt Oval racing. Come and be a part of what's surely to be one of the biggest Dirt Oval races of the year. This event promises to be a classic!

WHEN: Fri., Aug. 31 - Open practice 10 a.m. - 10 p.m. Sat., Sept. 1 - Three rounds of qualifying followed by a free bar-b-que sponsored by Racers Haven. Sun., Sept.2 - Concours; one round of qualifying and trophy dashes and mains. Qualifying starts both days at 10 a.m.

CLASSES: 2WD Stock, 2WD Modified, 4WD Stock, 4WD Modified, Modified Sprint.

TRACK: 120' x 57' high banked hand packed dirt oval. Covered pit areas with tables and electric to accommodate 250 entries. Food and beverage available on the premises.

AWARDS: First through tenth all A Mains. First through third all other mains. Concourse first place only.

HOTEL: Travel Lodge Plaza Inn, 1030 Wible Road, Bakersfield, CA, (805) 834-3377. (Ask for racer's discount).

RULES: ROAR rules apply.

ENTRY FEE: Pre-entries by August 25. $25.00 for first class; $15.00 second class. Entries postmarked after August 25, add $5.00 per entry. Limit 2 entries per racer.

INFORMATION: For more information and entry confirmation mail a 4 x 9 S.A.S.E. to Racers Haven.

Detach entry form and mail to:

Racers Haven, 7401 White Lane, # 9, Bakersfield, CA 93309, (805) 835-0441.

Labor Day Dirt Oval BBQ Classic, August 31-September 2

Name _____ **Phone** _____

Address _____

City, State, Zip _____

Classes 1. _____ **Frequencies 1.** _____ **2.** _____ **3.** _____

2. _____ **Frequencies 1.** _____ **2.** _____ **3.** _____

Make Checks Payable to Racers Haven **Amount Enclosed $** _____

9th - David Markert
10th - Eddie Mondragon

4WD OPEN TRUCK
A MAIN

1st - Steve Melton
2nd - Brent Simonian
3rd - Joe Lopes
4th - Robert White

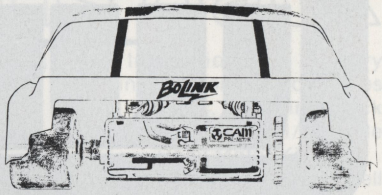
SPECIAL THANKS

NORRCA would like to express its appreciation for all the support they have provided for this series. Thanks to Dan of Dan's R/C Stuff, Kevin of CKW, Barry & Art of B & R Motor Works, Neil & Peggy of RevTech, Tom of Progressive Technologies, Bob of Track Master, Gary of McAllister Racing, Ira of Dahm's Racing Bodies and Marie of Competition Plus.

BoLINK L.T.O.™

Quicky Ricky Jordan
1/12 Stock National Champ

THIS IS THE VIEW



OUR COMPETITION SAW AT THE R.O.A.R. NAT'S

BoLINK's Ricky Jordan swept past the competition to victory in 1/12th Stock with BoLINK's brand new L.T.O. 12. His win made BoLINK R/C Cars National Champs for the 4th time! Also driving the L.T.O. 12 were Paul Kelly 2nd A Stock; Terry Rott 4th A Mod; and Jimmy Simmons 10th A Mod.

BoLINK had more 1/10th L.T.O.'s in the A Main than any other brand of car. Running in 1/10 Modified were: Terry Rott 4th, Tim Lanier 7th, Warren Darby 8th, and Quicky Ricky Jordan 9th. Dominating in 1/10 Stock were: John Coles 2nd, Mark Johnson 4th, Mike Moore 7th, Forrest Whitson 8th, Ray Johnson 9th, and Brian Painter 10th. The L.T.O. is fast becoming THE #1 car to race, in any class!

Talk about fast! BoLINK's Wind Tunnel Tested Stock Car Bodies were used in over 80% of all cars run in the A Mains, taking 1st place in 3 out of the 4 events. Wind Tunnel Testing assures that BoLINK bodies are truly aerodynamic - the favorite to run...and win!

*L.T.O. is a Registered TradeMark of BoLINK R/C Cars.
For a complete catalog send $3 to: BoLINK R/C Cars (CP), 420 Hosea Rd., Lawrenceville, Ga. 30245

MODELER'S HAVEN 1ST ANNUAL MEMORIAL DAY CHALLENGE RACE

By Randy Cizek

May 26 and May 27 saw the running of the first annual "Memorial Day Challenge Race" at Modeler's Haven Raceway in Greentown, Ohio. The track is an impressive banked dirt oval measuring 130 feet long by 50 feet wide, and is well groomed and very fast. The surface was in perfect shape and would certainly produce some very fast racing times. The event was co-sponsored by Modeler's Haven Hobby Shop in North Canton Ohio and Lightening Rod Racing Products in Wadsworth, Ohio. They combined with other sponsors to offer well over $1000 in trophies and prizes.

Saturday was an open practice day, affording the drivers plenty of time to get their cars dialed in for the best performance. As an extra incentive for finding that perfect combination of power and speed, additional prizes were offered to anyone who could break a track record and hold it until the end of Sunday's racing.

The weather on Sunday was clear and sunny, a perfect spring day for racing. With 45 cars entered, there was definitely lots of fun to come. Final practice before qualifying gave the drivers one more chance to find the right setup. With only two qualifiers, everything had to be right to secure a top spot in the FEATURE races.

Qualifying started with 4 wheel drive modified. Jess Belton won the first heat, but Andy Brechbuhler came back to take the second heat and the top qualifier position.

Next up were the sprint cars, and they entertained us with some close and exciting racing. The first round leader was Al Hunter, finishing first by a scant six tenths of a second. The second round provided more of the same, with two drivers getting by Hunter to battle for top spot. At the finish it was Andy Brechbuhler with his second TQ of the day edging Steve Simpson by just eight-tenths of a second.

In the Two Wheel Drive Modified or "Outlaw" class, Jeff Collins and Dan Zgela fought for first and second in both heats, with the top spot going to Zgela.

Two Wheel Drive Superstock brought us the greatest number of drivers, as well as more great racing. With twenty-seven drivers aiming for the top spot the pace was bound to be fast. In the end it was Jim Filhour taking TQ over Tom Espinosa.

As hot as qualifying was, the mains were even hotter! It was start to finish excitement with each of the A main winners eclipsing the marks set by the top qualifiers in their class. Each driver ran two mains with their laps and times combined to determine the winners.

In the first Sprint A race, Andy Brechbuhler captured some bonus prizes by setting a new track record, a scorching 29 laps in 4:09.2. Despite Andy's first race, the winner after two races was Al Hunter, with a margin of victory of only two-tenths of a second over Steve Pfahler.

After capturing the pole in 4 wheel drive modified, Andy Brechbuhler went on to win the trophy over second place finisher Bob Buzash.

There was more intense competion in the Superstock A mains with track record holder Steve Buzash battling top qualifier Jim Filhour for the first place award. When the checkered flag fell, it was Steve Buzash taking the win over Filhour with a two race total of 55 laps in 8:10.1.

The 2 Wheel Drive Outlaw drivers engaged in their usual

TWISTER

presents

Michigan State Championship

R.O.A.R. REGION 3 CHAMPIONSHIP

Dirt Off-Road -- USA Raceways

Open 9:00 -- Drivers Meeting 11:30 -- Race 12:00

Hand Out Stock Motors

Trophies All Mains

Race T-Shirts

Stock on Saturday
September 1, 1990

Modified on Sunday
September 2, 1990

USA Raceways - 6083 Dixie Highway
Bridgeport, MI 48722 (517) 7777-USA

Exit 144B OFF I-75

Saturday - September 1, 1990

STOCK 2wd _____

Stock Truck _____

$35.00 per stock entry

Sunday - September 2, 1990

Modified 2wd _____

Modified 4wd _____

Modified Truck _____

$25.00 per modified entry

Frequencies _____, _____, _____

BEG. ____ Intermediate ____ Expert ___

Shirt Size: S M L XL

Name _____

Address _____

City-State _____

Phone No. _____ ROAR No. _____

Deadline for entries 8-25-90 -- Late Fee $5.00

Limited Inside Pitting Available

Many thanks to...
Race Prize
Sponsors

TWISTER

B & R MOTOR WORKS TEAM LOSI
LEADING EDGE RC PRODUCTS TRC
LITESPEED COVERITE PARAGON
BADGER AIRBRUSH COMPANY VRP
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KIMBROUGH FUTABA MRP
TEAM ASSOCIATED AIRTRONICS
TEAM COBRA REEDY MODIFIEDS
TEAM CRP USA RACEWAYS
T.M. RC RACING
COMPONENTS
(OTHER SPONSORS TO FOLLOW)

ROAR MEMBERSHIP AVAILABLE AT RACE

fast paced duel for number one in their class. Jeff Collins captured a decisive four lap victory over Dan Zgela. Collins turned in a two race total of 58 laps in 8:07.6.

Thanks to sponsors Modeler's Haven and Lightning Rod Racing Products the "Memorial Day Challenge" proved to be a memorable event for both drivers and spectators alike.

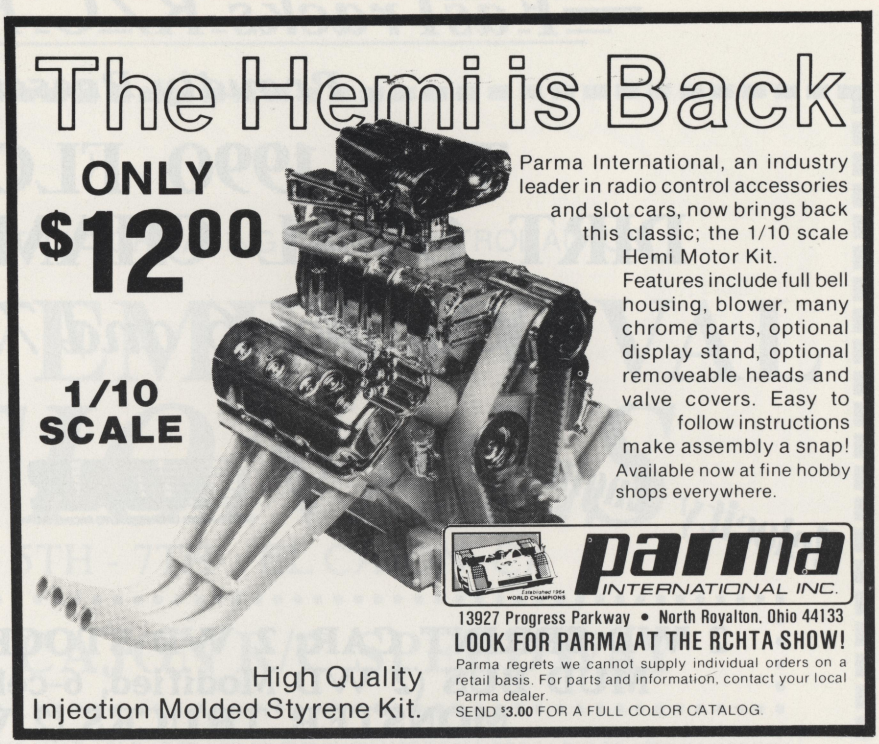
Modeler's Haven Raceway runs weekly dirt oval racing and has one of the finest racing facilities in Northeastern Ohio. For further information or racing schedules, call Bob Buzash at 216-499-6000. Give them a try, you'll be glad you did!

SPRINT MODIFIED
A MAIN
1st - Al Hunter
2nd - Steve Pfahler
3rd - Scott Pfahler
4th - Steve Simpson
5th - Andy Brechbuhler
B MAIN
1st - Jason Belton
2nd - Jeff Belton
3rd - Bruce Volzer
4th - Dave Casey
5th - Duane Pfahlerr
6th - Jess Belton

2 WHEEL DRIVE SUPERSTOCK
A MAIN
1st - Steve Buzash
2nd - Jim Filhour
3rd - Tom Espinosa
4th - Rex Arnold
5th - Steve Loy
6th - Ryan Tedesco
B MAIN
1st - Dan Durieux
2nd - Jim Rathbun
3rd - Don Nolder
4th - Bill Beaber
5th - Dave Hartman
6th - Mike Strabala
7th - Jason Newburn
C MAIN
1st - Craig Frase
2nd - Steve Corley
3rd - Rich Whipkey
4th - Eric Pfiffner
5th - Tim Sims
6th - Jamie Blose
7th - Rich Green
D MAIN
1st - Jim Espinosa
2nd - Shaun Loy
3rd - Martin Smart
4th - Greg Parson
5th - Craig Stukey
6th - Tom Blose
7th - Gary Corley

2WD MOD. OUTLAW
A MAIN
1st - Jeff Collins
2nd - Dan Zgela
3rd - John Taylor
4th - Ralph Middaugh

4WD MODIFIED
A MAIN
1st - Andy Brechbuhler
2nd - Bob Buzash
3rd - Jess Belton


The Hemi is Back
ONLY
$12.00
1/10
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WAGONHILL'S MEMORIAL WEEKEND DIRT CHALLENGE

Wagonhill Raceway in scenic Slippery Rock, Pennsylvania was host to the recent Memorial Weekend Dirt Challenge held over the holiday weekend. A two day total of 280 entries promised for an exciting weekend of racing, and we were not disappointed. This is the second annual running of this event, which has proved to be the premier dirt race in this part of the country. The unusual two day format provided for racers to have two qualifiers and a main each day. This gives you two shot's at a trophy and also allows someone with other responsibilities to participate for just one day, and then depart for home. Each day is a separate program, complete with trophies for both days!

After open practice on Friday night under the lights, Mother Nature flexed her muscle and dumped 1.6" of rain while the participants slept. However, a well designed track drained water and by 7:00 a.m. Saturday, practice was underway. The rain actually seemed to make the track faster, as some fast cars were seen practicing all morning. Practice went smoothly, with 12 cars allowed out at a time, making for realistic practice conditions without overcrowding. Mother Nature cooperated for the remainder of the weekend, even though she looked threatening at times.

SATURDAY

Saturday's racing schedule was on the offroad track. Although jumping ability was not stressed, the track layout required good working suspension set up with some pretty hairy moguls and a cross-over serpentine snake-like ridge through a switchback turn. During the very popular 2wd stock qualifying, Greg Tabler's first round run of 16 in 4:09.88 proved to be the best. Local hotshot Dave McEwen nailed down the only other 16 lap run in 4:12.86. Numerous drivers in the 14 and 15 lap range set up some extremely close mains for this class. 4wd stock class was TQ'd by Mark Hull running an MIP 4wd conversion RC10. This unusual car really hooked up well on the rough parts of the

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October 6 and 7, 1990

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ADDRESS_____ PHONE_____

CITY, STATE, ZIP_____

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ADDRESS_____

CLASS(ES): DD STOCK___ DD OPEN___ GC STOCK___ GC OPEN___

SHIRT SIZE XX___ XL___ LG___ MED___ SML___ SPONSOR(S) _____

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ENTRY FEE: STOCK CLASS $40.00 (INCLUDES 1 MOTOR) OPEN CLASS $35.00, $25 EA ADD'L CLASS. NO ENTRY REFUNDS. SEND ENTRY & CHECK PAYABLE TO: *NORRCA*, 1530 W. 8TH ST #117, UPLAND, CA 91786. FOR ADD'L INFO. CALL CAJON SPEEDWAY AT 619-588-6277 OR *NORRCA* 714-981-9641

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track for Mark, allowing for some impressive runs. TQ for 2wd modified was Scott Moody's 16 in 4:08.01, followed by Bryan Winn with 16 in 4:09.69. Moody's pole qualifying car was the popular JRx2 Pro with even longer front shocks than used with the standard "Pro" setup. All cars in the A main modified were Losi JRx2s. Open trucks were a new class this year, and as is the case all across the country, it proved popular to both drivers and spectators. Good runs were laid down by many drivers, but Bill Stevenson came out on top with a real fast 14 lapper. Ken Martin and Dave Loreski rounded out the front row qualifiers for the truck A main.

After qualifiers were run, and mains were posted, many drivers had a chance to sit back and enjoy the day. With racers from Wisconsin to Maine and south to the Carolinas in attendance, many extremely talented drivers found themselves well down the list qualifying. Everyone seemed to realize then that having fun is the most important part of R/C racing, and Wagonhill's staff did their best to show them a good time and promote our hobby while doing it. The bulk of the support and future of the sport comes from the guy down in the H main, so he gets the same red carpet treatment as the A main front-runners.

A main action in 2wd stock saw Tabler from the pole with the hole-shot and early lead, but McEwen soon took over top slot. At the half way mark, 5 racers were still within 4 seconds of each other and the crowd was going crazy. CORCAR racer Richard Love took the lead with about 1 minute to go, with still hot battles for the front spot. On the last lap 20 feet from the line, Dean Kerns went by Love for the win, with Love dropping to second and Bob Finn crossing the line in third. In 4wd stock, second qualifier Todd Gajda lead most of the race, but our TQ, Mark Hull also passed on the last lap for the victory. Stock winner, Dean Karns, thought he might repeat in 2wd modified, but he was edged out for 2nd by Brian Wynn, with TQ Scott Moody taking the win. 4wd modified showed some amazingly fast cars with Todd Hicks piloting his YZ10 for the win. Shawn Areford wound up in second, with Scott Stein just behind him. Proving anything can happen in the wild and crazy truck class, Bob Finn came from last qualifier to slot for the win. Chuck Kirk took second with his JRxT, and TQ Bill Stevenson settled for third. In a tribute to their relatively new creation, alll A main truck drivers were running Losi JRxT trucks, most of which were totally box stock right down to the tires.

SUNDAY

Sunday's action took place on Wagonhill's Oval, which is a separate track from the offroad. Ovals always bring out the fast guys, and today was no exception. Track records fell in both modified classes, and only a few hundredths of a second separated many qualifiers. Computer operator, Larry Gills did a nice job of watching over the lap times, and once the cars actually went faster than the 6 second default time in the computer's counter! These guys and girls were averaging almost 40 mph on a hard-packed dirt track! Once the qualifiers were in, Dave McEwen proved to be top dog in 2wd stock with 27 in 4:03.20. Rich Oettinger qualified second, Geoff Keeton in 3rd and Shawn Richards in 4th, all with 27 lap runs. Saturday's 2wd modified winner, Scott Moody sat on the pole for 2wd modified with 27 in 4:00.42. Qualifying next to him was Richard Love.

The awesome 4wd Dominators were out and captured TQ in stock and modified with Mark Hull in stock and Vernon Lufink in modified. Burnin' Vernon blew away the track 4wd record with an impressive 31 lap run in his second qualifier. Truck class, surprisingly popular on the Oval, showed impressive lap times of 28 in 4:03.78 by local driver Ken Martin. Dave McEwen, Mark Hull, and Kevin Leitem also looked particularly good in this fun class.

All of the drivers were introduced in dramatic fashion for the A mains, with the announcer using music and sound effects to pump up the drivers for their race. When a driver comes 1000 miles for a race and makes the A main, they deserve a proper fanfare! At the start of the 2wd stock A main, Dave McEwen and Bryan Wynn were fighting it out. Richard Oettinger and Geoff Keeton were also right in there, but it was Scott Moody having a good day as he won the 2wd Stock Oval class with the only 28 lap run of the day for stock. Oettinger lost a battle to McEwen for 2nd finish. Saturday's winner, Mark Hull again proved equal to the challenge by winning on the

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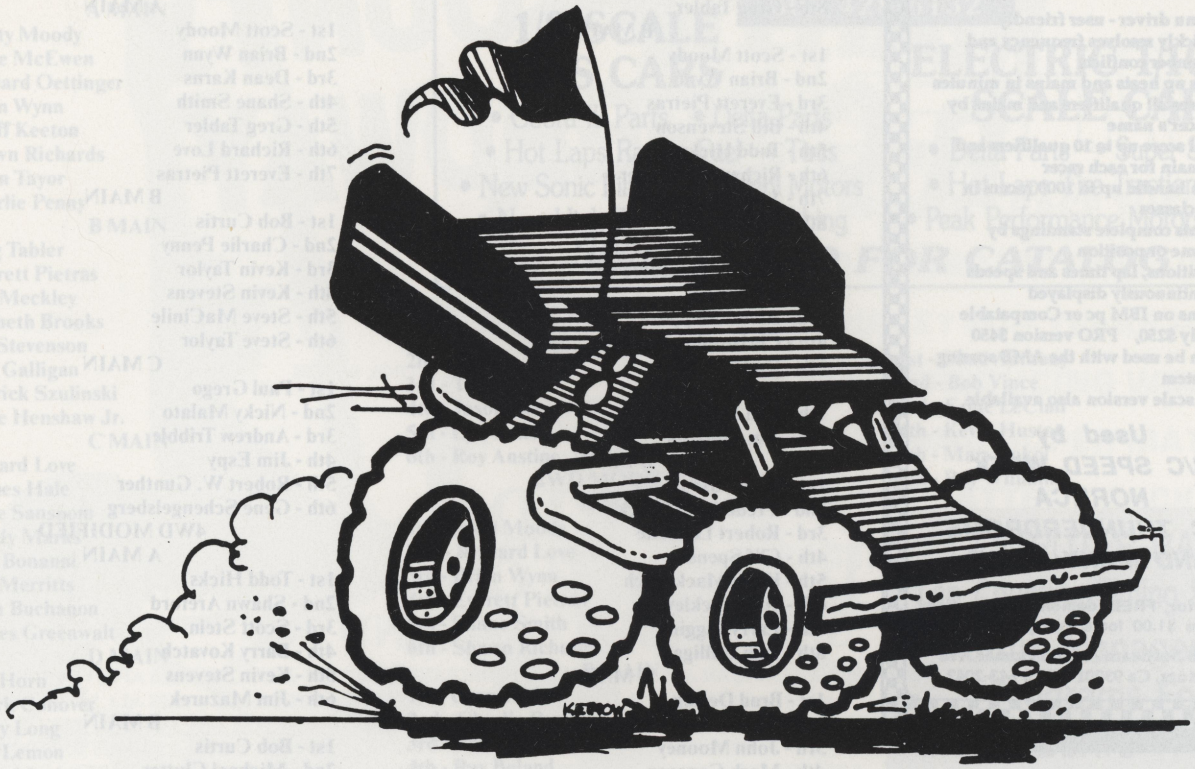

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oval 4wd stock. In the FAST 2wd modified class, Scott Moody again triumphed with Everett Peitras taking home a second place trophy. In the truck class, TQ Ken Martin grabbed the lead and never looked back, beating 2nd place Mark Hull by a full lap! Mary Sokol took 3rd with her JRxT racing truck. In the exhibition Sprint class, the Invader chassis proved best, with Jim Hersch taking the checkered flag.

After the trophy presentation, prizes from Novak, Litespeed, Dans, VRP, Proline, and Dahms were presented. Sign up early for next year's Memorial Weekend Dirt Challenge as many forms were sent back this year after the 275 car deadline was filled. Wagonhill will be having their next major race here in Pennsylvania on September 16th, watch for the ad and have fun racing!

OFFROAD RESULTS
2WD STOCK
A MAIN

1st - Dean Karns
2nd - Richard Love
3rd - Bob Finn
4th - Dave McEwen
5th - Ray Williams
6th - Charlie Penny
7th - Kevin Taylor
8th - Greg Tabler

B MAIN

1st - Scott Moody
2nd - Brian Wynn
3rd - Everett Pietras
4th - Bill Stevenson
5th - Todd Hicks
6th - Richard Oettinger
7th - John Buchanon
8th - Mike Meals

C MAIN

1st - Randall Lipscomb
2nd - Eric Riley
3rd - Brent Sheppard
4th - Christopher Wolfso
5th - Dan Sifford
6th - Gary Hazard
7th - Ken Brooks
8th - Jim Merritts

D MAIN

1st - Greg Fuson
2nd - Frederick J. Rock
3rd - Robert Leudeke
4th - Clif Spenser
5th - Keith Mackewich
6th - Jim Meckley
7th - Larry Riggins
8th - Dan Galligan

E MAIN

1st - Brad Dering
2nd - Shawn Richards
3rd - John Mooney
4th - Mark Conover
5th - Bob Horn
6th - Jerry Beckman
7th - Eric Lorius
8th - Robert Rendos

F MAIN

1st - Steve Taylor
2nd - Paul Grego
3rd - Dave Risinger
4th - Steve MaCinile
5th - Christopher Fuson
6th - Doug Felice
7th - Rich Freedline
8th - Ron Kelly

G MAIN

1st - Scott Keeling
2nd - Dick Oettinger
3rd - RJ Bonanni
4th - T. Mowery Davis
5th - Nathan Farnham
6th - Richard Bauer
7th - Jon Dunlavey
8th - Tom Oraskovich

H MAIN

1st - Russell Simms
2nd - James Greenawalt
3rd - Ronald Chatel
4th - Russell Tribble
5th - Mike Russo
6th - Andrew Tribble
7th - Mike Henshaw Jr.
8th - Jim Bordontown

4WD STOCK
A MAIN

1st - Mark Hull
2nd - Todd Gajda
3rd - DJ Hipkins
4th - Roy Anstine
5th - Mark Schaffer
6th - Chris Felice

B MAIN

1st - Larry Delgrotto Jr.
2nd - Nicky Malato
3rd - Matt Dunlavey
4th - Kevin Huston
5th - Jim Bordontown

2WD MODIFIED
A MAIN

1st - Scott Moody
2nd - Brian Wynn
3rd - Dean Karns
4th - Shane Smith
5th - Greg Tabler
6th - Richard Love
7th - Everett Pietras

B MAIN

1st - Bob Curtis
2nd - Charlie Penny
3rd - Kevin Taylor
4th - Kevin Stevens
5th - Steve MaCinile
6th - Steve Taylor

C MAIN

1st - Paul Grego
2nd - Nicky Malato
3rd - Andrew Tribble
4th - Jim Espy
5th - Robert W. Gunther
6th - Gene Schengelsberg

4WD MODIFIED
A MAIN

1st - Todd Hicks
2nd - Shawn Areford
3rd - Scott Stein
4th - Barry Kovatch
5th - Kevin Stevens
6th - Jim Mazurek

B MAIN

1st - Bob Curtis
2nd - Michael Clutter
3rd - Bill Panialla
4th - Dave Loreski
5th - Jim Bordontown

TRUCK OPEN MODIFIED
A MAIN

1st - Bob Finn
2nd - Chuck Kirk
3rd - Bill Stevenson
4th - Ken Martin
5th - J. Mike Christian
6th - Dave Loreski
7th - Frederick J. Rock

B MAIN

1st - Sean Boyd
2nd - Kevin Leitem
3rd - Mark Hull
4th - Dave Sansom
5th - Matt Dewitt
6th - Jim Mazurek
7th - Larry Riggins

C MAIN

1st - Scott George
2nd - Ray Williams
3rd - Mary Sokol
4th - Bob Gallagher
5th - Joe Nusser
6th - Larry Edwards
7th - Robert W. Gunther

D MAIN

1st - Joel Wilson
2nd - RJ Bonanni
3rd - Anthony Clayton
4th - Andrew Rosenberg
5th - Douglas Hipkins
4th - Garry McKissick
7th - Haward Hartage

E MAIN

1st - Doug Felice
2nd - Justin Mayne
3rd - Russell Simms
4th - Delete

5th - Kevin Huston
6th - Jim Bordontown
7th - Ernie LeClair

OVAL RESULTS
2WD STOCK
A MAIN

1st - Scotty Moody
2nd - Dave McEwen
3rd - Richard Oettinger
4th - Brian Wynn
5th - Geoff Keeton
6th - Shawn Richards
7th - Kevin Tayor
8th - Charlie Penny

B MAIN

1st - Greg Tabler
2nd - Everett Pietras
3rd - Jim Meckley
4th - Kenneth Brooks
5th - Bill Stevenson
6th - Dan Galligan
7th - Derrick Szulinski
8th - Mike Henshaw Jr.

C MAIN

1st - Richard Love
2nd - James Hale
3rd - Dave Sansoom
4th - Randy Marks
5th - R.J. Bonanni
6th - Jim Merritts
7th - John Buchanon
8th - James Greenwalt

D MAIN

1st - Bob Horn
2nd - Mark Conover
3rd - Terry Long
4th - Ron Lemon
5th - Mike Meals
6th - Gary McCool
7th - Christopher Fuson
8th - Clif Spenser

E MAIN

1st - John Mooney
2nd - Gary Haught
3rd - Mike Henshaw
4th - Scott Keeling
5th - Brent Terry
6th - Ray Beland Jr.
7th - Matt Rinehart
8th - Steve Taylor

F MAIN

1st - Disck Oettinger
2nd - Eric Wagner
3rd - Keith Mackewich
4th - Kevin Yeaney
5th - T Mowery Davis
6th - DJ Hipkins
7th - Mike O'Brain
8th - Doug Chris Felice

G MAIN

1st - Richard Bauer
2nd - Steve Shields
3rd - Matt McClay
4th - Eric Lorius
5th - Chris Clutter
6th - Nathan Farnham
7th - Tim Myers
8th - Greg Fuson

H MAIN

1st - Michael Kirkpatric
2nd - Mark Grinn
3rd - Andrew Tribble
4th - Russell Tribble
5th - Jim Bordontown
6th - Gary Hazard
7th - Robert Luedeke
8th - Ray Williams

4WD STOCK
A MAIN

1st - Mark Hull
2nd - Vernon Lufink
3rd - Todd Gajda
4th - Jason Beam
5th - Lyle Jones
6th - Roy Anstine

2WD MODIFIED
A MAIN

1st - Scott Moody
2nd - Richard Love
3rd - Brian Wynn
4th - Everett Pietras
5th - Shane Smith
6th - Shawn Richards

B MAIN

1st - Greg Tabler
2nd - Charlie Penny
3rd - Bob Curtis
4th - Ray Beland
5th - Mike Denney
6th - Kevin Taylor

C MAIN

1st - Ron Lemon
2nd - Steve Taylor
3rd - Andrew Tribble
4th - Bob Vince
5th - Jim Bordontown
6th - Nicky Malato

4WD MODIFIED
A MAIN

1st - Eric Murray
2nd - Bob Curtis
3rd - Vernon Lufink
4th - Nick Bakolon
5th - Jim Bordontown
6th - Rodger Crum

OPEN MODIFIED TRUCK
A MAIN

1st - Ken Martin
2nd - Mark Hull
3rd - Mark Sokol
4th - Darrell Anthony
5th - Dave Loreski
6th - Dave McEwen
7th - Kevin Leitem

B MAIN

1st - Bill Stevenson
2nd - Anthony Clayton
3rd - Robert W Gunther
4th - Justin Mayne
5th - Sean Boyd
6th - Douglas Hipkins

C MAIN

1st - Larry Edwards
2nd - Scott George
3rd - R.J. Bonani
4th - Dave Wells
5th - Doug Chris Felice
6th - Matt Dewitt

D MAIN

1st - Chad Anthony
2nd - Bob Vince
3rd - Ernie LeClair
4th - Kevin Huston
5th - Mary Sokol
6th - Ray Williams

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PRESENTS

1990

FLORIDA

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SEPTEMBER 1ST & 2ND

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FREQUENCIES 1._____ 2._____ 3._____ CLASS_____

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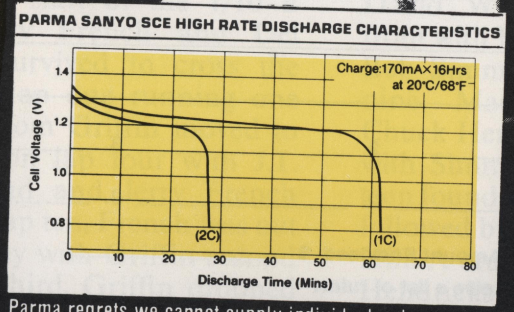

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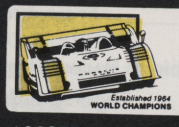

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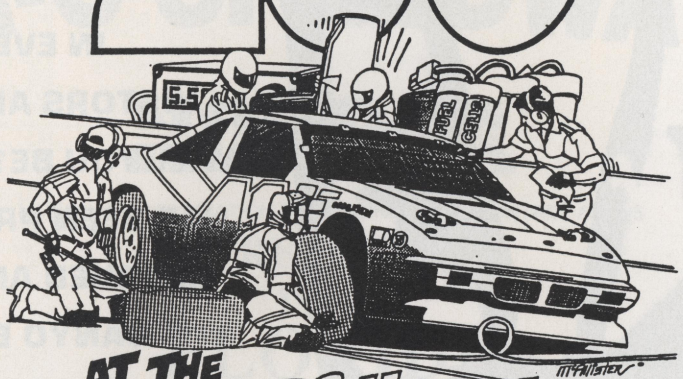

CHEETAH RACING

NOVAK

AT THE RACERS HAVEN SUPERSPEEDWAY
BAKERSFIELD CA.

HPI Hobby Products International

TWISTER

WHAT: Superspeedway racing hits California. You've read about Lake Whippoorwill. You've seen it at the Thunderdrome. Now you can experience it for yourself!

WHEN: Friday, September 21 - Open practice 10 a.m. - 10 p.m. Saturday, September 22 - Three rounds of qualifying Direct Drive; two round of qualifying Superspeedway. Sunday, September 23 - Concours; one round of qualifying and trophy dashes for Direct Drive and Mains. Qualifying starts both days at 10 a.m.

CLASSES: Direct Drive Stock, Direct Drive Modified, Superspeedway.

TRACK: 200' x 97' high banked asphalt oval. Covered pit areas and electrical outlets to accommodate 250 entries. Food and beverage available on the premises.

AWARDS: First through tenth all A Mains. First through third all other mains. Concourse first place only.

HOTEL: Travel Lodge Plaza Inn, 1030 Wible Road, Bakersfield, CA, (805) 834-3377. (Ask for racer's discount).

RULES: ROAR rules apply, Direct Drive Classes 4 minutes Heats and Mains. Superspeedway class Modified only 10 minute qualifiers, 100 lap B Main, 200 Lap A Main.

ENTRY FEE: Pre-entries by Sept. 15. $25.00 for first class; $15.00 second class. Entries postmarked after Sept. 15, add $5.00 per entry. Limit 2 entries per racer.

INFORMATION: For more information and entry confirmation mail a 4 x 9 S.A.S.E. to Racers Haven.

Detach entry form and mail to:
Racers Haven, 7401 White Lane, # 9, Bakersfield, CA 93309, (805) 835-0441.

Pacific Coast 200, September 21 - 23

Name _____ **Phone** _____

Address _____

City, State, Zip _____

Classes 1. _____ **Frequencies 1.** _____ **2.** _____ **3.** _____

2. _____ **Frequencies 1.** _____ **2.** _____ **3.** _____

Make Checks Payable to Racers Haven **Amount Enclosed $** _____

Superspeedway entries will receive a list of rules.

SPRINT
A MAIN

1st - Jim Herch
2nd - Tim McClean
3rd - Lyle Jones
4th - Mike Thomas
5th - Steve Shields
6th - Rodger Crum

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1990 DIXIE TRI-OVAL CLASSIC

By I.M. Fast

Storm clouds gave way to blue skies Saturday morning as racers began arriving at Small Cars Unlimited. The large paved parking lot provided plenty of dry pit parking and the early racers hit the track at 7 a.m. for practice.

After the drivers meeting, four rounds of qualifying were held to determine starting positions in the mains. Charles LeBlanc raised the track record for 1/12 modified to 42 laps in 5:06.30. Bret Adams scorched a new one lap record of 6.84 in 1/12 modified also. Both of these Louisiana drivers were making a most impressive first appearance on the high banks of SCU. The 1/12 stock track record was also broken by Greg Whittier, with a one lap time of 7.22.

With the mains now set, drivers from Louisiana, Tennessee, Arkansas, Alabama, and Mississippi prepared to try to win the gold.

The 1/10 stock C main was on the starting grid and the drivers were listening to the countdown. Scotty Carpenter grabbed the first lap lead followed by Jim Moyer and Johnny McKinion. Carpenter led flag to flag with McKinion moving to second and Moyer dropping to third. The top four spots were separated by only four seconds at the finish.

A major crash in turn one mared the start of the 1/10 B main. Jerry French and Del Ashcraft survived to cross the line after lap one running one and two. Tom Griffin moved to the front on lap four with J.T. Pitts second and Jerry French third. On lap ten, French was out front to stay with Griffin second and Pitts third. Griffin dropped out after eighteen laps moving Pitts to finish second and Gerald Hooker to claim the third place trophy.

1/10 gas saw Daniel Mullens set the race record of 78 laps in 10:00.09 to capture first place. Joel Mullens finished second with Roy Walters third.

David Wilson dominated the 1/12 stock main with a lap and a half victory over Ed Matlage and Gerald Hooker. Second, third, and fourth were only one second apart at the finish.

Charles LeBlanc turned in an amazing 43 laps in 5:01.92 to claim 1/12 Modified. Bret Adams lowered his own record to 6.83, but fell a lap short at the finish.

The 1/10 Stock A main saw half the field involved in a first turn crash. Chuck Hendricks took the early lead and won and Jeff Holstead battled for second until lap ten when Holstead crashed. The battle for second raged until lap 29 when Vinson crashed. Dickson crashed on the next lap, letting Vinson by, to take the second place trophy. Dickson settled for third with Holstead close behind.

The last race of the day was 1/10 Modified. On lap one, David Wilson jumped to the front with Rob Mason in tow and Bob Simmons in third. On lap nine Mason spun allowing Chuck Hendricks to take second with Simmons in third. Lap fifteen found Hendricks at the front followed by Simmons and David Hill. A crash on the next lap by Hendricks moved Simmons to the top spot. Hendricks maintained second followed by Mason. Mason dropped off the pace on lap 25 moving Hill to third. Hill took second on lap thirty when Hendricks crashed out. Simmons took the win with 32 laps in 4:01.73 finishing a full lap ahead of Hill. Hendricks had enough laps to still claim third.

Many racers were here for the first time and were amazed at the high banks and high speeds achieved. Drivers took trophies home to all five states represented.

Until next time, this is I.M. Fast saying Oriva in your durchi.

1/10 MODIFIED
A MAIN

1st - Bob Simmons/Lynx II
2nd - David Hill/Lynx II
3rd - Chuck Hendricks/Hyperdrive

1/10 STOCK
A MAIN

1st - Chuck Hendricks/Lazer Lite
2nd - Mark Vinson/Lazer Lite
3rd - Pearce Dickson/Lynx II

B MAIN

1st - Jerry French
2nd - J.T. Pitts
3rd - Gerald Hooker

C MAIN

1st - Scotty Carpenter
2nd - Johnny McKinion
3rd - Jim Moyer/BoLink

1/12 STOCK

1st - David Wilson/Delta
2nd - Ed Matlage/12L
3rd - Gerald Hooker/TRC

1/12 MODIFIED

1st - Charles LeBlanc/Agitator
2nd - Bret Adams/Agitator
3rd - Tom Hold

1/10 GAS

1st - Daniel Mullens
2nd - Joel Mullens
3rd - Ray Walters

MIDWEST SERIES

On May 19th & 20th The Mid-

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west Series kicked off their 21st season in Toledo, Ohio. The 1/8th racers of Toledo hosted the series opener at their race site in the Woodville Mall parking lot. Their track layouts have been getting bigger in recent years with the addition of more boards. This particular track featured a 160 foot back straight with hairpin turns at each end and a total of 11 turns to complete a circuit. The 1/8th Racers are very grateful to The Glass City Car Club for the use of their AMB scoring system and particularly to Tim Wolfe of that club for working the whole weekend running the system.

No one can say that the Mid-West Series is not progressive, after 20 years of racing gas cars they decided to test the waters with a class of 1/10th scale electric on road cars. In spite of some comments about electricity being for starter motors and pretty fast for a flashlight, three of the entrants were gas guys running in both classes. The corner marshals were surprised when the first races started, they couldn't "hear" the race start. These guys really put on a good show. (I almost said switched on). I believe they are going to be a welcomed addition to one of the oldest continuously run racing series in the country.

It looks like Rick Davis is back with a vengeance. He went out and promptly broke the track record. Bill Klingbeil, the defending series champion, also broke the track record. So Rick went out and broke his own record two more times. In the 50 lap mains, shortened because of time constraints and a delay because of a rain shower (4th year in a row), Rick finished so fast that I believe he had his gear packed before his race finished.

Shortly after, top qualifier, Greg Birch, dropped out of the 2wd A main, the race turned into the Graham Racing Team show with father Mike, chasing son Joel for the lead. Some how Joel has figured out how to get 8 minutes to a tank of fuel. Consequently this allowed him one less fuel stop and put him out of reach for Mike. Mike says he has duplicated his son's efforts and still can't get that kind of fuel economy.

In Sportsman, top qualifier, Lon Burling pulled out at the start with a badly slipping differential. By the time he got back out he was several laps down to the field. He then drove like a man possessed and caught the field, but was unable to catch the winner Mark Anderson at the end.

It seems a lot of the electric guys had a problem getting a handle on the track. Gusting winds didn't help either. Second place qualifier Mario Biscaro got it all together for the main and walked away with the win, with TQ, Chris Glendening dropping back to sixth. Gas guy, Lou Przybyla managed second just ahead of Clayton White in spite of rumors that he was using 40% Nitro Methane fuel as turbo drops.

Catch the Mid-West Series at the following places and dates:
August 18-19
Chicago, Illinois
September 15-16,
Indianapolis, Indiana
October 13-14,
St. Louis, Missouri

For more information, contact Series Director, Mike Graham at (419) 841-6409.

4 WHEEL DRIVE

A MAIN

1st - Rick Davis/Associated 500
2nd - Bill Klingeil/Serpent 6000
3rd - Lou Przybyla/Delta P-4
4th - Steve Charles/Associated 500
5th - Kevin VanPelt/Serpent 6000
6th - Don Jones/Serpent 6000

B MAIN

1st - Steve Lazarus
2nd - Howard Kemery
3rd - Chet Weitecki
4th - Bob Paradis
5th - Brad Makaric
6th - Milo Yglesias

C MAIN

1st - Bill Futrell
2nd - Robert Ciolino
3rd - Larry Compton
4th - Andy Fraser
5th - Tom Motter
6th - Clayton Lamson

2 WHEEL DRIVE

A MAIN

1st - Joel Graham/Associated 500
2nd - Mike Graham//Associated 500
3rd - Jerry Argalas/Associated 500
4th - John St. Amant/Associated 500
5th - Greg Mason/Associated 500
6th - Scott Kickstein/Associated 500
7th - Greg Birch/Associated 500

B MAIN

1st - Ron Garant
2nd - Greg Reed
3rd - Jeff Beuthien
4th - Jim Pore
5th - Ray Pope
6th - John Trost
7th - Jim Horgan

SPORTSMAN

1st - Mark Anderson/Associated 300
2nd - Lon Burling/MRP Pro-180
3rd - Pauline Gottfried/Delta Super-J
4th - Paul Savenge/Associated 300
5th - Bob Pastrick/Associated 300

1/10 SCALE

A MAIN

1st - Mario Biscaro/Associated
2nd - Lou Przybyla/Delta
3rd - Clayton White/Delta
4th - Steve Charles/JRX
5th - Chris Glendenning/Associated
6th - Bill Futrell/Delta

B MAIN

1st - Ted Hammer
2nd - Gene Greer
3rd - Lon Burling
4th - David Greer
5th - Jason Jacques
6th - Max Mason

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— Racing Schedule —

— 1/8 & 1/4 Scale —

OUTLAW MOTOR SPEEDWAY

Every first & third Saturday - ¼ Scale Dirt Oval. 7920 Webster. Highland. CA. Call (714) 864-1770

THE RANCH PIT SHOP

1655 E. Mission Blvd., Pomona. CA 91766. (714) 623-1506. Every second Sunday.

MACHESNEY PARK RACEWAY

1/4 Scale - Large asphalt Oval racing every Saturday and alternating Sundays April thru October. 1220 Shappert Dr., Machesney Park. IL 61111. (815) 282-1311.

CAJON R/C SPEEDWAY

1875 Joe Crosson. El Cajon. CA 92020. (San Diego County) - Asphalt Oval/ Road - Dirt Off-Road. Race Schedule Hot Line (619) 449-0788; Track Info (619) 449-9948; 1/12. 1/10. 1/8. 1/4 Scale Racing. Monthly schedule available at track. Race Every Sunday. Tues. nite. Friday nite.

HOBBY CORNER RACEWAY

Large indoor dirt oval track - racing year 'round - 1/8 scale racing Wednesday evenings - 1/8 and 1/4 scale racing Saturdays. 2195 E. Garfield. Decatur. IL 62526. (217) 429-4477.

TARCAR-TOLEDO AREA

New black clay tri-oval. 1/18 gas stock cars. Sundays late April thru mid-October. For more info call Dave Scanes. (419) 893-1916.

SMR/CRC

First Sunday of Each Month at G.I.A. 1660 Stewart Street. Santa Monica. CA. Sign-up 8:30 a.m., Practice 9:15 a.m., Qualifying 10 a.m. For more information call Glenn Williams (213) 734-7888. Chris Chan (213) 393-3735. Tom Wong (213) 821-5472.

1/8th RACERS OF TOLEDO

1/8 & 1/10 scale asphalt road course. Every other Sunday from Mid-April to Mid-October at the Woodville Mall rear lot. For schedule and more info. contact Brent Gottfried (419) 843-3231.

21st ANNUAL MID-WEST SERIES

1/8 & 1/10 scale asphalt road courses. Aug. 18 & 19. Chicago. IL. Sept. 15 & 16. Indianapolis. IN. Oct. 13 & 14. St. Louis. MO. For more info. contact Series Director. Mike Graham (419) 841-6409.

— 1/10 Scale —

G & S OFF-ROAD RACEWAY

Every Sunday - San Carlos & Meridian Avenue. San Jose. CA.

KANSAS R/C RACING CLUB

Every 2nd Sun. - Junction City - 1 p.m.
Every 4th Sun. - Enterprise - 1 p.m.

CENTRAL NEW YORK

Lawrence Race Park

2509 Macedon Center Road. Palmyra. NY 14522. (315) 597-6429. 1/10 and 1/12 electric auto racing. Nov.-Mar. Carpet racing 1/12 scale. Oval and road racing. April-Oct.

REECE'S R/C RACERS

1st & 3rd Sundays at Spinner's Airport Raceway. 2nd & 4th Saturdays at Reece's R/C Racers. (209) 784-0922.

PANTHORN RACEWAY

Panthorn Park. Burritt St., Southington. CT. Every Saturday May 1st to Nov. 1st. Off-Road. Oval. Baja. Truck Pulling. Call (203) 628-9345 Ben Carr. 272-9326 Pete Church. 237-6976 Bob Lavoie. 879-2316 Steve Magnani.

R/C HOBBIES RACEWAY

Route 163 Bozrah. CT

Racing Every Sunday - May 1 to Oct. 30. For more information call: R/C Hobbies. (203) 886-9441. ask for Mike or Bob.

R & R HOBBY

We have 1/10 scale dirt tracks both inside and outside. also 1/12 tracks both inside. also 1/12 tracks both inside and outside. R & R Hobby - 1414 N. 24th St., Quincy. IL 62301. (217) 228-1133.

HAL'S HOBBY SHOP

Every Saturday from 9:30 a.m. to 4 p.m. Practice: Track open all week. Hal's Hobby Shop. 4886-A Hercules. El Paso. TX 79904. (915) 755-1914.

RIVER CITY R/C OFF-ROAD

Racing is every Saturday. sign-ups 3 p.m., racing starts at 3:30 p.m. (512) 656-5724 evenings.

MASON DIXON R/C CAR CLUB

Every Sunday at 1:00 p.m. Track location at Hagerstown Fairgrounds. Hagerstown. Maryland. Call King's R/C Cars. 219 E. Washington St., Hagerstown. MD 21740. (303) 739-0080.

SNORR

Racing every 1st and 3rd Sundays. P.O. Box 438. East Haven. CT. (203) 469-2594 or (203) 481-5813. Dave Seales.

TEAM RACE R/C CAR CLUB

Fridays: 6:30 p.m. 1/10 scale 505 Spring Ridge. Clinton. MS 39056. Call (601) 924-0722.

F/X CITY RACEWAY

Every Saturday 1 p.m. The Frame Gallery. 13340 F. Franklyn Farm Road. Herndon. VA 22071. For info call Eric Zelman. (703) 471-4499.

RIVER CITY RACEWAY

On Quincy Road. Wichita Falls. Texas. Every 2nd & 4th Sundays at noon. Call (817) 691-1478.

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2 Dwight Park Dr., Syracuse. NY 13209. (315) 453-2291. New 12,000 sq. ft. bldg. Two indoor tracks. 1/10 Clay Oval. Mon. 6:30 p.m. & Sat. 12 Noon; 1/10 Gearbox Carpet. Mon. 6:30 p.m.; 1/12 & 1/10 Carpet Cars. Tues. 6:30 p.m. Oval and Road Course; Wed. Evenings Weight Pulling. Daily Practice. Computerized scoring.

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Thursdays: Off-Road - Stock
Saturdays: Off-Road - Novice
Sundays: Off-Road - Modified
Oval and Off-Road; 853 Wren Rd., Goodletsville. TN 37072. For info call Ben or Kent (615) 859-3465.

CARCLUB - COCHRANTON AREA

The Carclub races Fridays starting at 6 p.m., Saturdays starting 9 a.m. Sundays starting at noon. Large indoor carpet - dirt outdoor. Call for info Harry Turner. 120 W. Adams St., Cochranton. PA 16314. (814) 425-7788.

QUEEN CITY R/C RACEWAY

1/12. 1/8 and 1/10 scale cars. Every Friday - 7 p.m. -Open Class Every at. -2 p.m. Stock & Open. Every Sun. - 2 p.m. Drag Racing 5050 S. Federal Blvd., Englewood. CO 80110. (303) 730-1391.

PDQ RACEWAYS & HOBBIES

1/8. 1/10. 1/12 Scales

Call times and details. 429 Bankhead Highway. Mableton. GA 30059. (404) 941-2626.

SROKA'S INDOOR R/C

Racing every Sunday - Oval racing every 4th Sunday. 5216B Arboga Rd., Marysville. CA 95901. Call Michael or Vickie Sroka (916) 742-6148 or (916) 741-3051.

FLINT R/C CAR CLUB

Flint. MI. Summer: Every other Sun. from May to Sept., Fall & Winter 1/12 4 cell on carpet. For info: Ralph Herndon (313) 658-5390 or Tom Hoos (313) 658-1043.

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Thurs. & Sat. Off-Road. Fri. Carpet. Sunday 2 p.m. 178 S. Kalamath. Denver. CO 80221. (303) 722-6766.

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Thursday Night Oval Racing
Sunday Off-Road & Oval
For info call (201) 446-2010.

C.A.R. CLUB

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ARROW HOBBIES

Wed. Nights - 1/10; Every other Fri. night 1/8 Sprint Cars only; Sat. nights 1/10 dirt oval. 2710 So. 1-35 West. Burleson. TX (817) 295-2821.

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3432.

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37 Douglas Street, Hartfort, CT. Every Sunday April 1st to Nov. 31st Black Top Oval. For more information call "Ziggy" or Debbie Kwasnicki (203) 246-4778.

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7:00 p.m. - Thursday Indoor Clay
7:00 p.m. - Friday Roarr Meetings
7:00 p.m. - Sat. & Sun. Family Days

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2665 Park Marina Dr., Redding, CA 96001, (916) 241-3737. 1/10 Off-Road Racing. Norcal Mini Off-Roaders. Ask for Kevin Paschke.

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Every Fri. Indoor Carpet Oval

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7920 Webster, Highland, CA, (714) 864-1770. Tues. Tamiya Off-Road; Thur. Off-Road & Dirt Oval; Fri. 1/10 & 1/12 on-road; 1st Sun. Dirt Oval; 2nd Sun. 1/10 & 1/12 On-Road; 3rd & 4th Sun. Off-Road.

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Tuesday Nite - 1/10 Sprint Cars
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New indoor facility for 1/10 off-road and oval dirt racing. Wed. and Fri. -oval. Sat. Daytime and Evening off-road. Practice anytime. Call Glen or Debbie at (303) 789-0838, 2788 S. Federal, Denver, CO 80202.

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RPM R/C RACEWAY

1112 S. 16th, Elwood, IN 46254. Indoor off-road racing every Sunday at 12:00 noon. For info call (317) 552-7758.

REC. R/C RACEWAY

1/10 scale clay oval track. Racing Sat. - Oval 10-2.30 - Racing at 3:00 p.m. - Sunday - Off-Road 10-2:30 Racing at 3 p.m. Call Erin Clancy (914) 868-7715. Route 82 to Standfordville, NY 12581.

MADISON AREA RADIO CONTROL CAR ASSOCIATION, INC.

Factory Outlet Mall, Madison, Wisconsin. 1/10 and 1/12 scale carpet racing. Practice Sat. Afternoon Racing 6 p.m. Sat. & 7 p.m. Tues. George Jerdee (608) 873-7286.

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1655 E. Mission Blvd., Pomona, CA 91766 (714) 623-1506. Every Wednesday night at 6 p.m. Alternating Oval and Off-Road.

COMPETITION HOBBY

Off-Road racing indoors on dirt. Every Wednesday night 6:30 - Sunday 12 noon, Juniors (12 and under) & Novice Saturday 12 noon. 8169 S. State St., Midvale, UT 84047, (801) 562-9452.

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1/4 Mile High Banked Indoor Carpet Tracks at two of our stores. The Lincoln track is at our Sutter Place Mall store located at 5221 S. 48th St., Lincoln, NE 68516 (402) 483-7427. The Omaha track is located at Rockbrook Village at 11011 Elm Street, Omaha, NE 68144, (402) 391-5669.
Tues. - 7 p.m. - Lincoln
Wed. - 7 p.m. - Omaha
Sat. - 1 p.m. - Lincoln & Omaha
Sun. - 1 p.m. - Lincoln & Omaha

ROMAC

1/10 and 1/12 on large carpet oval (Northern Lights Mall) N. Syracuse, NY. Thursday evenings and Sunday afternoons. Information call (315) 468-1463 or (315) 468-6544.

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Racing every Sunday 2 p.m.
Open Wed. and Fri. 6 p.m.
Open Sat. & Sun. 12 noon
Oval and Off-Road
Contact Norris, Rt. 4 Box 122B, Chatham, VA 24531, (804) 724-4182.

VICTORIA HOBBY SHOP

Every Saturday - 2 p.m. - Off-Road; Every Sunday - 2 p.m. -Ovals.
5211 John Stockbauer, Victoria, TX 77904, (512) 575-3270.

M.H.O.R. R/C RACEWAY

155540 E. Batavia Dr., Aurora, CO 80011, (East on 17th Ave. at Chambers Rd.). Indoor 1/10 Off-Road Racing on Wed. & Sat. Practice/Track Time Tues., Thur., Fri., Sun. Complete Hobby Shop, pit area has AC & DC power, a nice clean handicap accessible racing facility. For info call Jess Brockman, (303) 343-0151 after 3 p.m. MST. Closed Monday.

HOBBYTOWN RACEWAY

4915 W. Elm, McHenry, IL 60050, (815) 344-1777. Hobbytown Raceway, 219 W. Cedar Lake Rd., Round Lake, IL 60073. Indoor - Dirt 80' straightaways, (312) 546-0707. Oval Racing every Friday 7 p.m.; Off-Road Sunday 10 a.m.

BNS COMPETITION HOBBIES

Route 7, Box 380, Anderson, SC 29624, (803) 224-8591, Contact Bob Sanford. Racing and Open Practice Wed. 6:30 p.m., Every Saturday 1:00 p.m. 1/10 Dirt Oval.

DESERT HOBBIES & RACEWAY

Off-Road racing 1st & 3rd Sundays. Sign in 10-11:15 a.m. Every Friday nite 7:30 p.m. 25 minutes from San Bernardino. 17210 Main St., Hesperia, CA 92345, (619) 94858.

TAIT'S HOBBY SHOP

Sat. Off-Road 12 noon, 2WD/4WD Monster Trucks. Sun. Dirt Oval 12 noon 2WD/4WD Any body style. Mon. Indoor Oval Carpet 7 p.m. 1/10 & 1./12. Tues. Truck/Car Pulls 7 p.m.. Wed. Outlaw Dirt Oval 7 p.m. 2WD/4WD Stock cars/ 2WD Sprints. Friday. Off-Road 7 p.m. 2WD/4WD Off-Road cars. 3270 Bay Rd., Saginaw, MI 48603, (517) 799-3900.

J.G.S.

Wisconsin's finest off-road race track. Perfectly groomed 100 ft. straightaway, computer scoring, drivers stand, starting lights. Racing every other Sunday 1 p.m. Menomonee Falls, WI (414) 255-2040.

TRACKSIDE RACEWAY

Dirt Oval Racing every Thursday night 6 p.m. Fully stocked hobby shop, computer scoring, lights, bleachers, concessions. Menomonee Falls, WI (414) 255-2040.

WAGONHILL HOBBIES

Indoor 1/10 & 1/12 on-road racing every Friday night. Outdoor Off-Road every Saturday Night. 225 S. Board St, Grove City, PA, (412) 458-4711.

DIXIE R/C HOBBY SHOP

Every weekend Sat. & Sun. The races will alternate between oval and motocross starting May 14 with oval and May 15 with motocross. Dixie R/C Hobby Shop, P. O. Box 135, Ramseur, NC 27316, after 6 p.m. (919) 824-2770.

BREMEN RACEWAY

Clay Oval Track 60 x 100 ft. Under roof, lighted Friday nights 7 p.m. May thru Sept. Call for information (219) 546-3807. Bremen Hobbies, 308 N. Bowen, Bremen, IN 46506.

WEST TEXAS R/C RACEWAY

3477 Lee Blvd. - Racing every Sunday. 1/10 scale off-road and oval dirt. Mailing address: 301 Edith Dr., El Paso, TX 79915. For more information call Hector (915) 772-1382.

JIM'S R/C SPECIALTIES

3107 S.W. Van Buren, Topeka, KS 66611 (913) 273-4070. Racing off-road every Sunday 12 noon to 5 p.m. Oval racing every Saturday night 6 p.m.

EAGLE HOBBY CENTER & RACEWAY

Every Saturday night at 7:30 p.m. 1/12 4 cell stock and modified. 1/10 6 cell stock on-road, call for body style. Eagle Hobby Center & Raceway, 3601 Shepherd, Balch Springs, TX 75180, (214) 557-5290.

ACTION SPEEDWAY

Indian River's Facility

1/10 scale half mile clay oval & off-road. Two story covered drivers' stand, large

pit area close to track, ample parking, classes for young and old, beginner's to expert's, and truck pulls. Coming soon - 1/10 scale super speedway and road course, night racing, full electric, and concessions. For further information call Trace or Chip Button (407) 231-9410 or Doug Upton (407) 569-8793.

THE INSIDE TRACK

Every Wednesday - 7 p.m. and Saturday 6 p.m. Classes: 2WD Stock and Modified, 4WD Stock and Modified and Monster Trucks. For more information call (312) 898-5649. 725 Hill Avenue, Aurora, IL 60505.

ABC R/C

Clay track racing every Saturday 1 p.m. Truck pulls every Tuesday 6:30 p.m. Complete R/C headquarters. 1441B E. Main Street, Waukesha, WI 53186, (414) 542-1245.

TC'S R/C'S

Inside and outside race track and RC shop. 1537 Freeport Road, Natrona Heights, PA 15065, call 226-8802.

BROCKTON INTERNATIONAL SPEEDWAY

Monday night 1/10 & 1/12 oval racing 5:30 to 7:30 Practice. Races start 7:30 p.m. 1217 Main st. Brockton, MA. For more information call Ruben (508) 588-9355.

SONOMA COUNTY RACEWAY

806 Brookwood Avenue, P. O. Box 9565, Santa Rosa, CA 95405 -1/10 Dirt Oval, 1/10 Off-Road, 1/10 & 1/12 Asphalt. Mark White (707) 571-7565, Schedule info (707) 571-8044, Competition Products (707) 571-8048.

ALL IN 1 RACEWAY

5612 S. 108th St. Hales Corners, WI. 1/10 scale indoor dirt track. High speed semi-oval and true off-road courses. Practice Tues, Thrus., and Fri. 6 - 9 p.m. Racing Wednesday nights at 6 p.m., Sat. & Sun. at 1 p.m. For more information call (414) 425-4060.

THE SQUARE ROUNDHOUSE SPEEDWAY

Saturdays - 3 Events per month -Off-Road, Monster Truck Pulls and Oval Race. Oval dirt track and Off-road track. 1468 Lander Avenue, Turlock, CA 95380, (209) 668-4454, Ask for Harold Lindquist.

COASTAL BEND SANDBLASTERS R/C CAR CLUB

Races first thru 3rd Sundays, 2 p.m. start. Bill Witt Park, Yorktown Road, Corpus Christi, TX, Call Pete Broadway (512) 992-4448.

CAJON R/C SPEEDWAY

1875 Joe Crosson, El Cajon, CA 92020. Fastest paved oval & road course in CA. 1/10 & 1/12 scale. Please call for off-road dates. Hot Line (619) 449-0788/Track info 449-9948.

RADIO CONTROLLED HOBBIES & RACEWAY

Indoor Off-Road racing every Tuesday & Thursday evening beginning at 7 p.m. and Saturdays at 5 p.m. Open 7 days a week. 2011 Placentia Ave., Costa Mesa, CA 92627. For more info call (714) 631-1555.

R/C RACEWAYS

1/10 indoor dirt oval. 100' straightaways. Wed. 6 p.m. oval. Friday 6:30 p.m. oval. Sunday 12 noon oval or off-road. For more information call (219) 747-6414. 2710 Nuttman, Ft. Wayne, IN 46804.

R/C PERFORMANCE CENTER

Indoor high banked carpet oval. 170' x 90' off-road dirt indoor track. Racing 4 Days a week; Tues., Thurs., Sat. & Sun. Open 10 a.m. - 10 p.m. 7 days a week. 4 Manley Street, West Bridgewater, MA 02379. Ask for John (508) 588-9666.

PARLOR HOBBIES

Short Track Stock Car Racing on Road Courses. 1/10 on Asphalt - Full bodies - Grand National or ASA bodies preferred. Truck class with 1/12 on-1/12 off-road & hill climb. July 8 - July 15 - July 29 - Aug. 5 -Aug. 12 - Aug. 19 - Aug. 26 - Sept. 16 - Sept. 23 - Sept. 30 - Oct. 7 - Oct. 14 - Oct. 28 - Nov. 4 - Nov. 11 - Nov. 18. Rabbit Lane & 34 Broad St., Matawan, NJ 566-3158.

R/C SPEED CENTER R/C ADDICTION

2810 N. Pacific Hwy., Medford, OR 97501. Call Gene or Betty Skelton, (503) 779-8298. 1/10 and 1/12 scale, banked dirt oval racing, dirt off-road racing, sled pulls, mudbog. Racing every week, year around.

BROTHER-IN-LAWS R/C RACING

1/10 scale dirt oval. Racing every Sunday. Signups 10 a.m. Open Practice 12-6 Tues. - Sat. pit tables, 110 volt power. Call Bob (619) 949-5252. 16175 Main Street, Hesperia, CA.

CORCAR - COLUMBUS, OHIO

1/10 off-road racing May thru Sept. every Sunday. Signups start at 10:30 a.m. Excellent dirt track, computer scoring and picnic area. For information call Ray Williams (614) 890-2983.

MACHESNEY PARK RACEWAY

1220 Shappert Dr., Machesney Park, IL, (815) 282-1311. Large asphalt oval, racing every Saturday and alternating Sundays, April thru October.

CENTRAL MARYLAND ELECTRIC RACING CLUB (CMERC) Community R/C Speedway

Middletown Park, Middletown, Maryland. 100' x 50' dirt oval, 14' wide lanes, 2' banked turns, No electricity available. Every Saturday. Contact John Mauchamer, (301) 698-9545.

SCHENECTADY R/C SPEEDWAY

Indoor Oval Carpet Racing. 1/10 & 1/12 and Monster Trucks. 955 State St., Schenectady, NY, (518) 370-3747.

THE COCKEYSVILLE ASTRODOME

C.A.R. Cockeysville Astrodome Racers, Inc., 10854 York Rd. (Rear) Cockeysville, MD, (301) 666-1098. High Bank Oval racing on concrete (indoors). Benches, Power, Grandstands. 7 p.m. Mon. - Open Practice; 7 p.m. Tues. - Rookie & Stock Practice; 7 p.m. Wed. - Computer Organized Racing; 7 p.m. Thurs. - Modified & Ultra-lite Practice; 7 p.m. Fri. - Trucks & Buggies Practice; 5 p.m. Sat. -Computer Organized Racing; 1 p.m. Sun. - Computer Organized Racing. Art LaPole (301) 889-2070.

BOB'S R/C SUPPLY & RACEWAY

Indoor Carpet Racing! Tues. 1/10 Oval; Fri. 1/12 Road Course; Sat. Monster Trucks. Stock & Modified. Snack bar. Call Bob, Nancy or Kevin (319) 232-2235, 935 Sheerer Ave., Waterloo, IA 50701.

EBERSOLE HOBBY & R/C RACEWAY

Off-Road and Oval. Races Wed., Thrus., Sat., and alternate Sun. 11417 W. Highway 54, Wichita, KS 67209. Len Ebersole, (316) 722-8888.

METRO-FAST RACEWAY & HOBBIES

125' x 48' indoor carpet track, pitting for 140+, power, hobby shop, video entertainment, food bar. Oval - Fri., Kid's racing every Sat. morn and alternate Sun. on on-road & off-road. 950 W. Irving Park Rd., Hanover Park, IL 60103, (312) 213-3977.

MID-CAROLINA R/C SUPER SPEEDWAY

The speedway is located on Flint Hill Rd, Off 1-77/Carowinds exit, So. of Charlotte, NC. 1/10 & 1/12 High-Speed Banked Quad-Oval and Road Course. 385 ft. plus 26 degrees banking in turns concrete track. Fred Penland (704) 373-2535 7:30 a.m. to 4:30 p.m.

BROWNIE'S HOBBIES

Off-Road Dirt Track, hobby shop. Wed. eves and Sat. afternoons for practice. Racing - Fri. eves. 4WD & 2WD. Track open April -November. 124 Bennett St., Staten Island, NY 10302, (718) 727-2194.

ROADRUNNER R/C CENTRAL

5620 Bellaire, Houston, TX 77081, (713) 661-7574. 1/12 Carpet Oval or Road Course Thurs. Nite. 1/10 Carpet Oval Tues. & Fri. nite & Sun. pm.

ROADRUNNER R/C NORTH

12760 Veterans Memorial, Houston, TX 77014, (713) 537-7758. 1/10 Dirt Oval Wed, Fri. nite. 1/10 Dirt Off-Road Sat. & Sun.

ROADRUNNER R/C SOUTH

12902 Player, Houston, TX 77014, (713) 728-2277. 1/10 Indoor Dirt Off-Road Wed., Fri., & Sat.

NORTHERN MINI-RACERS

P. O. Box 415, Minot, North Dakota 58702. 1/10th scale on-road, carpet, road racing. Saturdays Sept. through May. For information call Pat McWethy (701) 839-8868 or (701) 852-6254, Roger Lee (701) 839-4731 or (701) 839-5294.

ASHEVILLE HOBBY SPEEDWAY

Racing Wed. & Sat. - 7:30. 1/10 & 1/12 Asphalt Oval -Indoors. Hwy. 25, Naples, NC 28760, (704) 684-9814. Jack or Sharon Murdock.

HOBBY CENTER

High banked carpet oval track. Racing Fri. -7:30 p.m. 1/10 NASCAR, trucks, 2WD gearbox hot rod, 4WD wedge bodies, 1/12 scale. Any body ROAR stock motors all classes. Open practice during store hours. (502) 683-7611. 1233 Sweeney St., Owensboro, KY 42301.

R/C MOTORPLEX & HOBBY

Outside Tracks: One of Midwest's largest paved oval (160 x 115) with paved infield

IF YOU'RE REALLY SERIOUS ABOUT RACING,

THINK BIG.

RC10–2 TIMES WORLD CHAMPION 1985-1987, 1989-1991

WORLD CHAMPIONSHIPS ◆EIGHT◆ TEAMAE TEAMAE

AT TEAM ASSOCIATED WE ALWAYS THINK BIG. AND WIN BIG.

Like *World Championships*. Team Associated cars and drivers have won an unparalleled 8, including titles in 1:12, 1:10 and 1:8 scale competition. No other R/C car manufacturer's team has won more than two.

Associated cars win more than just the biggest races, too. Readers of *Radio Control Car Action* magazine voted the RC10 the 1988 R/C Car of the Year, and by a resounding margin of six to one over the second place car! Thank you very much, readers.

Radio Control CAR ACTION RC10 1988 R/C CAR OF THE YEAR

Radio Control Car Action also held a shoot-out between the RC10 and the next most popular car, and the RC10 came out a winner again!

And at the Reedy Race of Champions (called a re-run of the World Championships because all the drivers from *Europe, Japan,* and the *USA* who made the A Main at the World Championships were present), the RC10 finished first and second.

Racers, readers and dealers all agree. Performance, reliability and readily available spares make the RC10 a big Number One.

Whoops, gotta go now. I want to watch *World Champion Jammin' Jay Halsey* take a victory lap with his RC10.

Actual, custom-detailed RC10, with custom wheels.

Associated Electrics
3585 Cadillac Avenue/Costa Mesa, CA 92626

road course. Indoor Tracks: Dirt off-road & dirt oval. Carpet road course & oval. 1/12, 1/10 & 1/8. Snack bar, game room R/C hobby shop. 303 Herbert Rd., McHenry, IL 60050, (815) 385-1240. Bob Oaks or Jim Bostrom.

SACRAMENTO MINI-WHEELS RACEWAY

Indoor carpeted on-road racing; 45' x 100' carpeted track; 11 a.m. Every Saturday. Indoor off-road racing; 48' x 116' Bi-Level off-road track; racing every Wed. & Fri. night at 7 p.m.; racing every Sunday at 8 a.m. Racing for the beginner to the expert. Concessions, no membership required. ROAR and NORRCA approved track. 8711 Elder Creek Rd., Sacramento, CA. (916) 383-4011. Located between Watt Ave. and Power Inn Road, 1 mile north of Florin Rd. or 3 miles south of Hwy. 50.

RAPID TRANSIT RACEWAY

2104 Broadway, Schenectady, NY 12306, (518) 372-0777. Summer Store Hours: Mon. - Fri. 4 p.m. - 10 p.m., Sat. 11 a.m. -5 p.m.. Race Schedule: Mon, Tues, & Sat. Open for Practice. Wed. 7:30 p.m. Stock & Mod. Thurs. 7:30 p.m. Sprint Car. Fri. 7:30 p.m. Sportsman & Open Class.

NORTHERN ALBERTA SCALE CAR AUTO RACING

1/12 and 1/10 On-Road Racing. 1/12, 4 cell indoors on carpet during winter. 1/10, 6-cell outdoors on pavement during summer. Dean M. Simpson, 1142 Knottwood Road east, Edmonton, Alberta, Canada T6K-2J8, (403) 461-3432.

HOBBY CORNER RACEWAY

Sun. - alternating oval & off-road 1 p.m. Tues. - oval racing 7 p.m. Large indoor dirt oval track with 4 foot banks. 2195 E. Garfield, Decatur, IL 62526 (217) 429-4477.

PHILLY RADIO CONTROLLED RACERS R/C CAR CLUB

Announcing the opening of a paved race track for R/C 1/10 on-road. ROAR rules. Sun., April - November. 11 a.m.. 7790 Dungan Rd., N. E. Philadelphia. Jon (215) 224-4822 or Bernie (215) 831-1835.

ARVIN'S HOBBY CENTRE

1403 E. Spring St., New Albany, IN 47150, (812) 945-3745. We have a 2,600 sq. ft. carpet track which has moveable rails so that we can change the layout from oval to off-road. We run offroad and on-road cars on Saturday, Sunday, Wednesdays nights.

ISLAND HOBBIES & RACEWAY

Mon.: 2WD Monster Trucks - Stock, Monster Trucks 6-cell Mod.; Tuesday 1/10 Off-Road Stock, 1/10 Sprint Cars - Open; Wed. 1/10 On-Road, Stock NASCAR bodies, On-Road 6-cell Mod. GTP bodies; Thurs. 4WD Trucks - Open, 4WD Cars - Open, 1/12 On-Road Stock 6-cell. All racing starts at 7 p.m. Open practice Sat. & Sun. Contact Dave at (516) 234-7428.

D & T HOBBIES

Two tracks, off-road & high speed concrete oval. 1/10 & 1/12 Wed., Fri., Sat., and Sun. For specific, please call (219) 674-8533. 55575 Ash Rd., Osceola, IN 46561.

TEXAS R/C RACEWAY
Home of the Plano Outlaws

Tues. and Sat. - 1/10 On-Road; Fri. NASCAR nite; Sun. 1/12 On-Road.75 Central Espressway at 15th St. Exit 29, Palisades Square Shopping Center, Plano, Texas. Call Jim (214) 517-7485 or Dean (214) 519-0324.

RACEWAY HOBBIES

Wed. 7 p.m. - 2WD & 4WD Off-Road; Sat. 1 p.m. - Off-Road & Oval. Lexington Shoppes, 6845 So. U.S. A, Port St. Lucie, FL 34952, (407) 468-4338.

TEAM R & R, INC.

Westminster, Maryland 21157. Indoor oval carpet racing, 1/10 & 1/12 scale. Racing every Sunday. For more info, phone (301) 848-2144 or (301) 876-2983.

SUMMIT SPEEDWAY

Indoor Dirt Oval - Every Friday Night 7 p.m. Sundays indoor or outdoor (weather permitting) off-road or oval at noon. Call (219) 489-RACE (7223). 1706 W. Till Rd., Fort Wayne, IN 46818.

K & M R/C SPEEDWAY & HOBBIES

735 Canal St., Stamford, CT 06902, (203) 967-7255. One of New England's Largest Indoor Tracks. Weekly Hours Mon.-Fri. 4 p.m.-10 p.m.; Sat. & Sun 12 p.m.-10 p.m. 7,000 sq. ft. complex, ample pit area with power, 110' x 35 sq. ft. track anti-static carpet, fully stocked hobby shop. Organized racing held on a weekly basis. Call for details.

ALCAR INTER. R/C RACEWAY

Off-Road Fri. nights, 1/12 & 1/10 carpet Sundays, Closed Mondays. Hobby shop & snack bar. 33501-A Lake Rd., Avon Lake, OH 44012, (216) 933-6017.

MARYLAND R/C CLUB

1/10 & 1/12 Scale Racing
Indoor Carpet racing
Contact Toy World R/C, (301) 424-0430.

R.C.A.R. of TULSA

Indoor Racing. 10404 E. 55th Place, Unit A, Tulsa, OK. March 3, 10, 17. Track Opens 6 p.m. Qualifying begins 7 p.m. For more info call Dave Cole (918) 745-9898.

HOBBIES ETC. RACEWAY

Medford High School, Winthrop St., Medford, MA. Every Sunday. Doors open at 12 noon. Racing at 1 p.m. Indoor on-road carpet course for 1/10 and 1/12 scale. Computer lap counting, trophy and gift certificate awards. Ample parking, AC power, technical aid, hobby shop and concession stand on sight. for more info call (617) 389-3331.

AMERICAN ANGLER TACKLE & R/C HOBBY CENTER'S "AA RACEWAY"

1617 Toomey Rd., Austin, TX 78704, (512) 474-8277. Two dirt tracks, Oval & Off-Road. Races every Sunday, 1 p.m. Tracks Alternated. Races Every Saturday 11 a.m. Oval. Hobby shop on site.

REMOTE HOBBY'S INDOOR RACING

Shop (803) 736-9446, Track (803) 699-0528. 9005 C Two Notch Rd., Columbia, SC 29223. Fri. nites - Oval 1/10 Pan/Trans. Sat. nites - Road Course 1/10 Pan/Trans/Trucks. Pits for 40+, Parts, Power and Refreshments.

MacKAY RACEWAYS

1/10 Electric Off-Road Sundays. 1044 West 14th Street, North Vancouver, BC Canada. 150' straights/5'banks/moguls & jumps. Operated by the Western Canada R/C Club. For info call Dana Shaw (604) 980-4504.

ANTIOCH RACEWAY

1/10 dirt oval racing every Fri. 7 p.m. 1/10 off-road every Wed. 7 p.m. All Classes. Sat. & Sun. 1/10 dirt oval and off-road 10:30 a.m. Also night racing. Pit Tables, Power, open 7 days a week. 5631 Lone Tree Way, Antioch, CA 94509. Call (415) 754-5700 Jack Hanson.

CLEVELAND RADIO RACEWAY

3209 Lorain Avenue
Cleveland, OH 44113

For more info contact Troy Singer (Owner) (216) 741-1649 or Rick Moore (Race Coordinator) (216) 255-5429 Fri. 7-Midnight Oval or Off-Road; Sat. Noon - 6 p.m. Practice; Sun. 10 a.m. - 6 p.m. Oval or Off-Road. Classes: 2WD Stock & Modified; 4WD Modified & Monster Trucks.

SWEET UNION R/C RACEWAY

1/10 Dirt Oval & Off-Road. 6200 McGregor Dr., Charlotte, NC 28227. 300' 4 Turn Oval, 520' 19 Turn Off-Road (Shortest Line Measurement). "Track-Mate" Lap Counting & MGT System. Racing Sat. & Sun. 1st & 3rd Weekends. Covered Driver's Stand, Trophies & Door Prizes Each Race Day. For more info Call Steve Hill, (704) 545-0746.

NORTHSTAR RACEWAY

Featuring Minnesota's first indoor & outdoor clay oval and off-road surfaces. Fully stocked, specialized hobby shop. 10751 University Ave., Blaine, MN 55433, (612) 757-0374. Tues. - 7 p.m. off-road; Thur. - 7 p.m. oval racing; Sat. - 11 a.m. off-road racing. Send S.A.S.E. or call for complete schedule.

SIDEWAYS CITY

22,000 sq. ft. Building, racing every Tues. & Fri. nite and Sun. afternoon. Hobby shop, hot food concession, video game room, and kiddy land. The track is a super speedway cement oval. Dirt track open May thru September. Call (616) 792-2004 for further info. Located in Wayland, MI. Take US 131 to the Wayland Exit, turn East to light, turn North 1/12 mile.

RIVER CITIES R/C RACEWAY

Ashland, Kentucky 41101

Racing at 5:30 Saturday evenings under a light area. Radio impound, concession booth, IBM Computer, Brimstar Management System, and AMB Lap Counter and P/A system. The track is a semi-hard dirt oval, 90' straight with 12' lanes and 60' across. Corners are banked approximately 15 degrees with 14' lanes, ample room for passing. Call Randy Aust (606) 836-4273 or Jason Graham (606) 836-2613.

SMR/CRC

First Sunday of Each Month at G.I.A. 1660 Stewart Street, Santa Monica, CA.

Sign-up 8:30 a.m., Practice 9:15 a.m., Qualifying 10 a.m. For more information call Glenn Williams (213) 734-7888, Chris Chan (213) 393-3735, Tom Wong (213) 821-5472.

TARCAR - TOLEDO AREA

New black clay tri-oval. 1/10 oval and off-road. Sunday late April thru Mid-October. For more info call Dave Scanes, (419) 893-1916.

ACTION R/C RACEWAY

New Hampshire's finest indoor carpet high banked oval. AMB scoring, hobby shop, snack bar, rentals. 1/10 scale all classes including monster truck pulling. Family Fun Hobbies, 201 Washington St., Claremont, NH. Convenient to I-91 & I-89. 2 Hours from Boston & Hartford. Open 7 Days. (603) 543-1022.

WESTSIDE HOBBIES

Asphalt racing every Sunday. Sign-ups start at 9 a.m. Races start at 11 a.m. Alternating oval & road course. 1/12 & 1/10 on-road, 1/10 off-road cars and trucks, all classes. Full line hobby shop. For further info call Tom, Mark or Tim Minteer. (915) 585-1864. 7214-A N. Mesa, El Paso, TX 79912.

R.R.O.L.

1/12 carpet racing Tuesdays, 1/10 carpet racing Wednesdays. Sept. to May, Asphalt & Off-Road in Summer. Remote Racers of London, P. O. Box 7241 Stn. E. London, Ontario, N5Y 4J0 Canada. Dan Engelbreth (519) 668-0427.

R.C. CITY RACEWAY & HOBBIES

Off-road racing every Tues., Fri., Sun., Oval racing every Sat./Practice time and rentals available. Call for more info. (408) 262-3188. 1453 N. Milpitas Blvd., Milpitas, CA.

EAST LYME R/C KAR KLUB

Every Sunday starting on May 20 thru September. Practice 9 a.m. Registration 10 a.m. Racing at 11 a.m. Located at Society Road, East Lyme, CT (Behind the Junior High School). For racing info call Paul Johnson, 739-4070 eves or weekends.

ALTERNATIVE RACING ASSOCIATION

1/10 and 1/12 on-road racing. Two large tracks, indoors 75 ' x 48 ' gray ozite carpet track, outdoors 140' x 64' permanent asphalt track. AMB lapcoutning. Classes for beginners to experts. For more information call: Neal Everhart (216) 484-2587. 2600 17th, SE, Canton, OH 4730.

MOUNT SHASTA R/C RACEWAY

Lassen Lane and Smith Road. (916) 926-4717. Home of Cal-Ore Off-Road Champs, 1/10 off-road racing every other Sundays, May through October. Indoor carpet racing 1/10 and 1/12 November through April. 826 Pine Street, Mount Shasta, CA 96067.

INNOVATIVE HOBBIES & LAKES SPEEDWAY

Large indoor multi-layout ozite carpet track and large outdoor dirt oval. Racing Wed., Sat., Sun. (216) 645-1333. 3425 Manchester Rd., Akron, OH 44319.

HARRISON INTERNATIONAL SPEEDWAY

Hobby shop. Fri. night - High banked small oval. Sunday - Large flat oval. 3519 N. Clare Ave., Harrison, MI 48625, (517) 539-7959.

BIG BOYS TOYS HOBBY SHOP AND TRACKS

Dirt and carpet oval tracks. Racing every Sunday evenings; Monday and Thursday evenings. Open 7 days a week. Bridgeport, WV, (304) 842-5799.

— 1/12 SCALE —

FLORIDA STATE SERIES

Sept. 15 & 16 - Orlando
October 20 & 21 - Pinellas Park
November 10 & 11 - Naples
For further information call Steve Whitney (800) 621-8771.

GLASS CITY RADIO CONTROL

Racing 1/10 & 1/12. Clayton White (1/12) (419) 882-2518 or Mike Marshall (1/10) (313) 241-5321.

S.T.A.R.C.

Wed. Night - S.T.A.R.C. Club Series. Rockton, Ontario, Canada. Sam Burke (519) 621-5424.

TEAM RACE R/C CAR CLUB

Fri. 6:30 p.m. indoor track, 505 Spring Ridge Rd., Clinton, MS, (601) 924-0722.

NORTHERN MINI-RACERS

P. O. Box 415, Minot, ND 58702. 1/12th scale on-road, carpet road racing. Saturdays Sept. through May. For more information call Pat McWethy (701) 839-8868 or (701) 852-6254. Roger Lee (701) 839-4731 or (701) 839-5294.
839-4731 or 839-5294. Pat McWethy,(701)

KOUNTRY KLIN HOBBY

1/12 scale small indoor carpet track & hobby store. Box 247, 324 Railroad Ave., N. Mohall, ND 58761, (701) 756-6307.

USA RACEWAYS

6083 Dixie Highway, Bridgeport, Michigan 48722, (517) 777-7USA
Tue. Nite On-Road; Sat. Nite On-Road; Every Other Sat. Eve. Stock On-Road

THE RANCH PIT SHOP

1655 E. Mission Blvd., Pomona, CA 91766, (714) 623-1506. Every 4th Sun. 1/12 & 1/10 On-Road Combined Program.

OMAHA NEBRASKA RADIO OPERATED AUTO DRIVERS

Very active racing schedule. Carpet and Pavement racing in 1/10 and 1/12 scales. All classes - Oval and road course. ROAR rules. (402) 331-2907.

S.O.R.C.R.C.C.

Southern Ontario Radio Control Race Car Club in Toronto, Ontario, Canada. Racing Alternating Sun. nites October - April. 6 p.m. to 10 p.m. Scott Reynolds 298-4941 or Gary Joi 421-9061.

CENTRAL MARYLAND ELECTRIC RACING CLUB COMMUNITY R/C SPEEDWAY

Middletown Park, Middletown, Maryland. 100' x 50' dirt oval, 14' wide lanes, 2' banked turns, drivers stand, no electricity available, open to the public. Mark Coats (301) 694-7420.

HOBBIES PLUS & R/C RACEWAY

1/10 & 1/12 scale indoor carpet racing. Tri-Oval & on-road, 60+ pit areas w/ electric, hobby shop, 7 days, open practice. Also Sun. A.M. 1/10 off-road dirt (150 x 70) and 1/8 gas off-road. 650 Amherst Street, Nashua, NH 03063, (603) 882-9200.

CARPETBURNERS R/C CLUB

436 East Main St. (Rear), Danville, IL 61832. (217) 442-7466.

CAPITOL DISTRICT R/C OUTLAWS

4 Cell Carpet Cars. NASCAR bodies, Oval and Road Course. Every Friday Night at 7:30 p.m. October to the End of April. For further info contact Capitol District R/C Outlaws, 223 Fourth St., Scotta, NY 12302, or Sam Roberts (518) 374-3801.

JAY'S R/C

5018 14th Street West, Bradenton, FL 34702, (813) 756-6393, 758-2565, 746-8649. AMB Computerized lap counting. Indoor carpet oval and road course.

— SPECIAL EVENTS —

ROAR NATIONALS SUPER TOUR

1/8 Gas
Aug. 30-Sept. 3 - Dallas, TX
Joe Sullivan (214) 238-0929

NORTHERN MINI-RACERS
9th ANNUAL 12-HOUR ENDURO
Sept. 1 & 2, 1990
1/12th Scale, 4-Cell Modified, Carpet road Racing. Pat McWethy (701) 839-8868 or (701) 852-6254, Roger Lee (701) 839-4731 or (701) 839-5494.

NOTICE

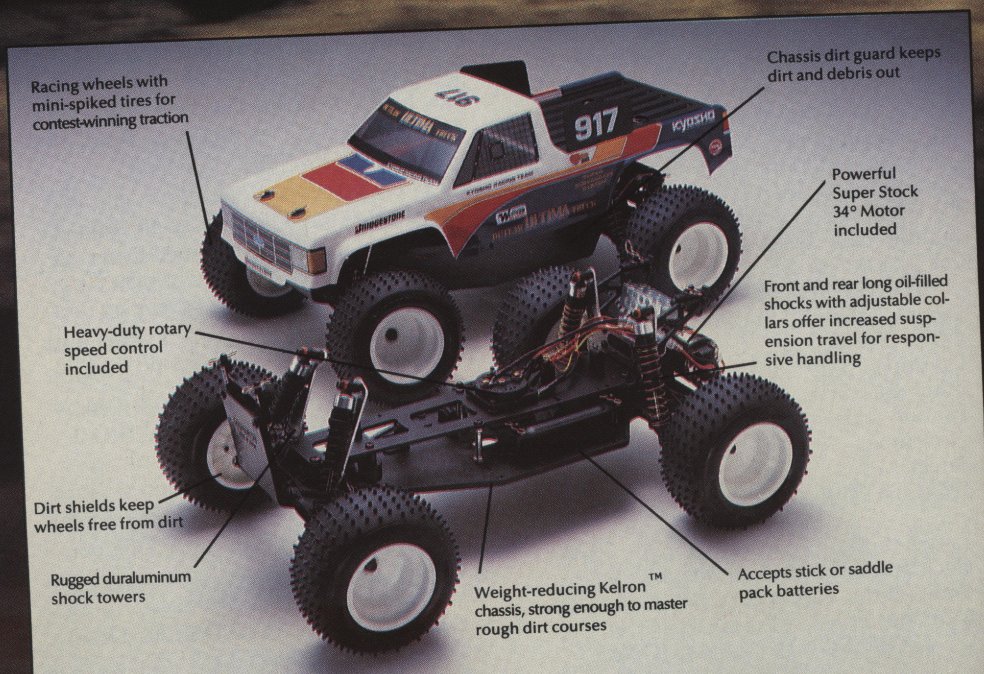
L.T.O. is a trademark of BoLink R/C Cars, Inc. and registration has been applied for. The story we ran on Joel Johnson's car called the chassis a TRC "L.T.O.", which was incorrect. We apologize to BoLink for any inconvenience.

Get your truck racing career in gear with the Kyosho Outlaw Ultima.

Right away, you know where the 1/10 scale, 2WD **Kyosho Outlaw Ultima** racing truck is coming from . . . **Experience.**

The special nylon/fiber composite Kelron™ chassis has already proven to be one of the strongest and lightest currently available. Kyosho's heavy–duty rotary speed control, designed and tested for reliability under stress, and powerful Super Stock 34° Motor are included. The racing Ford pickup body with colorful decals makes the Outlaw Ultima a standout on any track. Which is where you'll find this machine at its best, firing down the straights, barreling through the turns, charging, leaping, and landing like a receiver at the Rose Bowl.

This is the truck that will get your racing career in gear. Kyosho's Outlaw Ultima truck — available now at your local hobby dealer.


Racing wheels with mini-spiked tires for contest-winning traction
Chassis dirt guard keeps dirt and debris out
Powerful Super Stock 34° Motor included
Front and rear long oil-filled shocks with adjustable collars offer increased suspension travel for responsive handling
Heavy-duty rotary speed control included
Dirt shields keep wheels free from dirt
Rugged duraluminum shock towers
Weight-reducing Kelron ™ chassis, strong enough to master rough dirt courses
Accepts stick or saddle pack batteries
917
KYOSHO

Also accepts most hop-ups for the Kyosho Ultima buggy.

Send for your Free copy of Kyosho's Mini Catalog from Great Planes.

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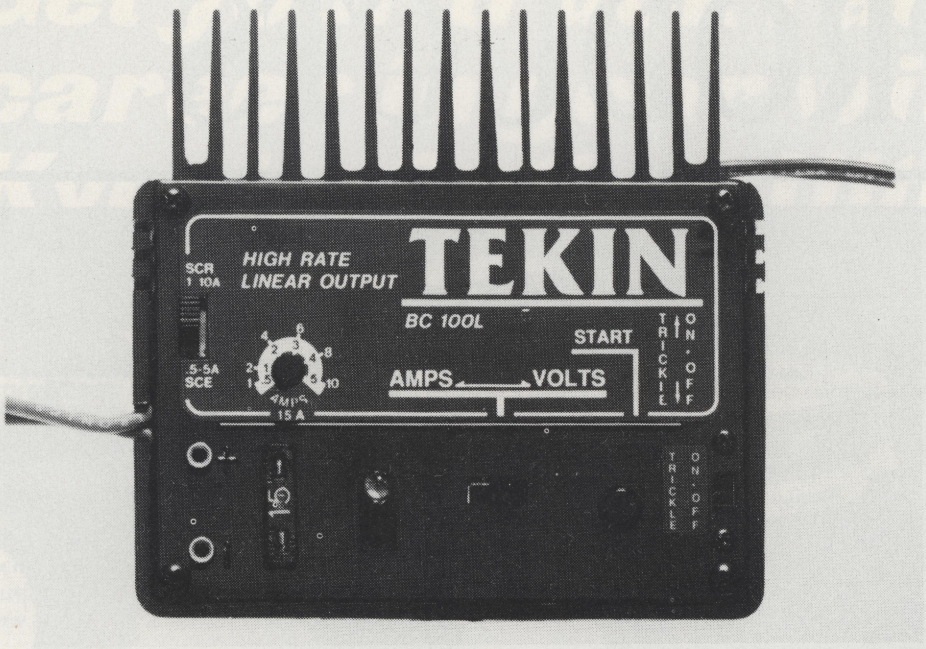
NEW PRODUCTS

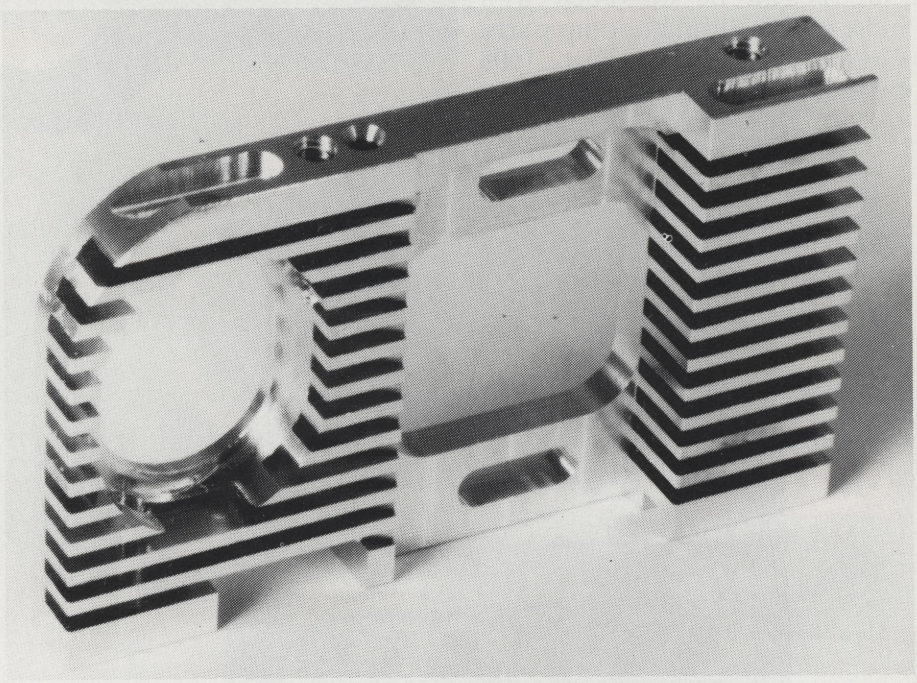
Kyosho announces the Outlaw Ultima Racing Truck. The Outlaw Ultima is based on the design of the Kyosho Ultima II. Includes 4 long shocks with Kyosho's new adjustable collars, duraluminum shock towers, lightweight wheels, and pin-spiked tires with removable lexan dirt shields. The Outlaw Ultima Racing Truck also features large dirt guards on the chassis sides, a new front bumper/body mount and full color decals. The Outlaw can be upgraded with most of the Ultima hop-up parts. Great Planes Model Dist., 1608 Interstate Drive, Champaign, IL 61820.

Anti-Stat 7-Cell Battery Case No. 2003. Now for 7-cell racers, Saiko introduces a version of their acclaimed Anti-Stat battery case that holds four seven-cell racing packs. Protect your prized racing packs from static electricity and shorting-out problems. Suggested Retail $9.99. Saiko Racing Products, P. O. Box 1515, Tustin, CA 92681, (714) 832-7573.

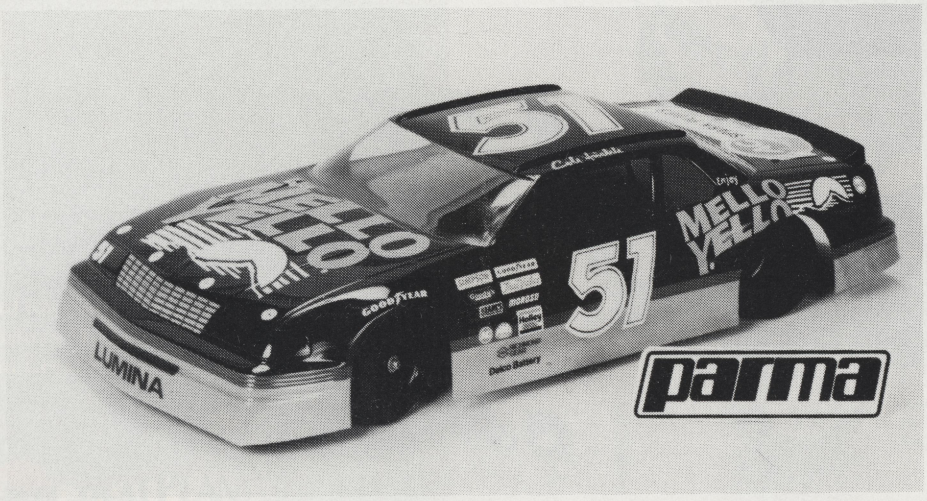
RC-10 Trans Conversion Kit - Want to win on race day? Install Twinn-K's new RC-10 Transmission Bearing Upgrade Kit today. For less drag and a quieter, smoother running stock RC-10. Look for stock #1810 at your local dealer today! Retail $28.95. TWINN-K, P. O. Box 31228, Indianapolis, IN 46231, (317) 839-6579, FAX (317) 839-8928.



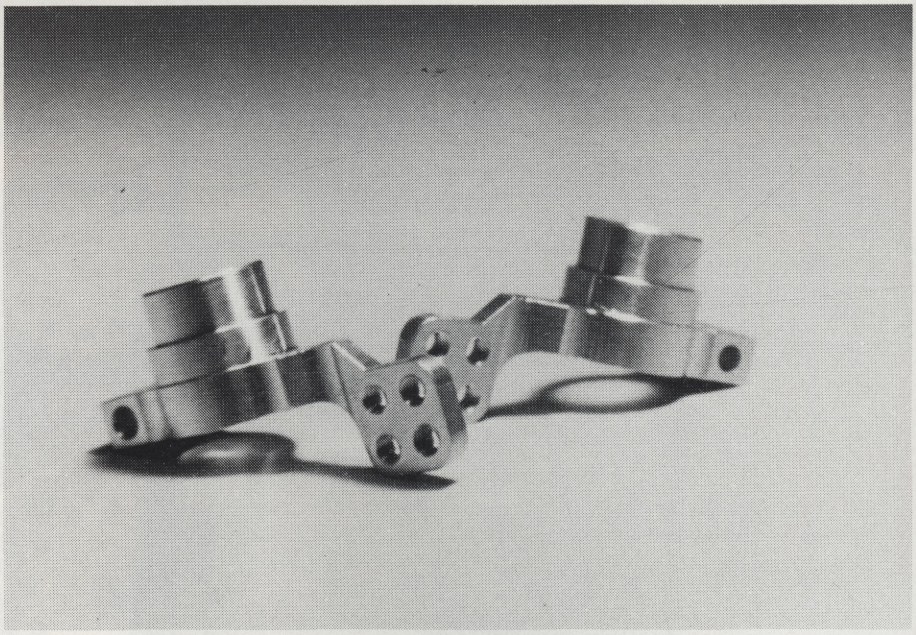
The Tekin BC100L. From the creators of peak detection charging comes the new Tekin Electronics BC100L linear output charger. This update of the enormously popular BC100S is designed to give professionals and amateurs alike the ultimate in charging ability. New circuitry allows you to charge your SCE batteries with a "Linear" output, the type recommended by racing professionals. This type of putput will let your battery pack charge up to its fullest potential without overheating. You get more power, longer run time and greater battery life. Tekin Electronics, Inc., 970 Negocio, San Clemente, CA 92672, (714) 498-9518, Fax (714) 498-6339.



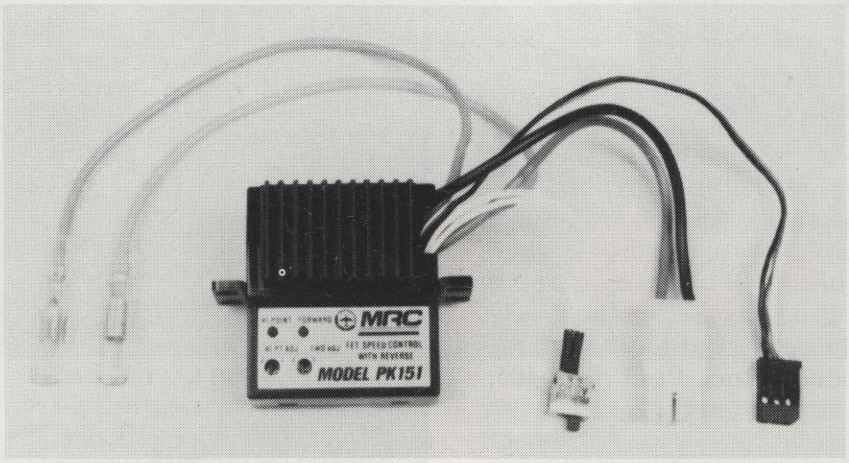
Associated's new Right Hand Aluminum Bulkhead with Cooling Fins. For Associated's RC10L and RC12L. Part No. 4354 $25.00. Associated's new aluminum motor mount will keep your motors cooler than ever on your RC10L or RC12L, thanks to these specially-machined heat-sink fins. Compare our price with the competition! Associated Electrics, Inc., 3585 Cadillac Avenue, Costa Mesa, CA 92626, (714) 850-9342, FAX (714) 850-1744.



Parma's Day of Thunder Kit. Part No. 15070 - $119.95. Without a doubt, the hottest new radio control car kit available is this 1/10 scale Days of Thunder "Mellow Yello" car, just like the one driven by Cole Trickle in the movie! Pick up one of these complete rolling chassis kits. Ask for it at your local hobby shop. Parma International, Inc., 13927SA Progress Parkway, North Royalton, OH 44133.



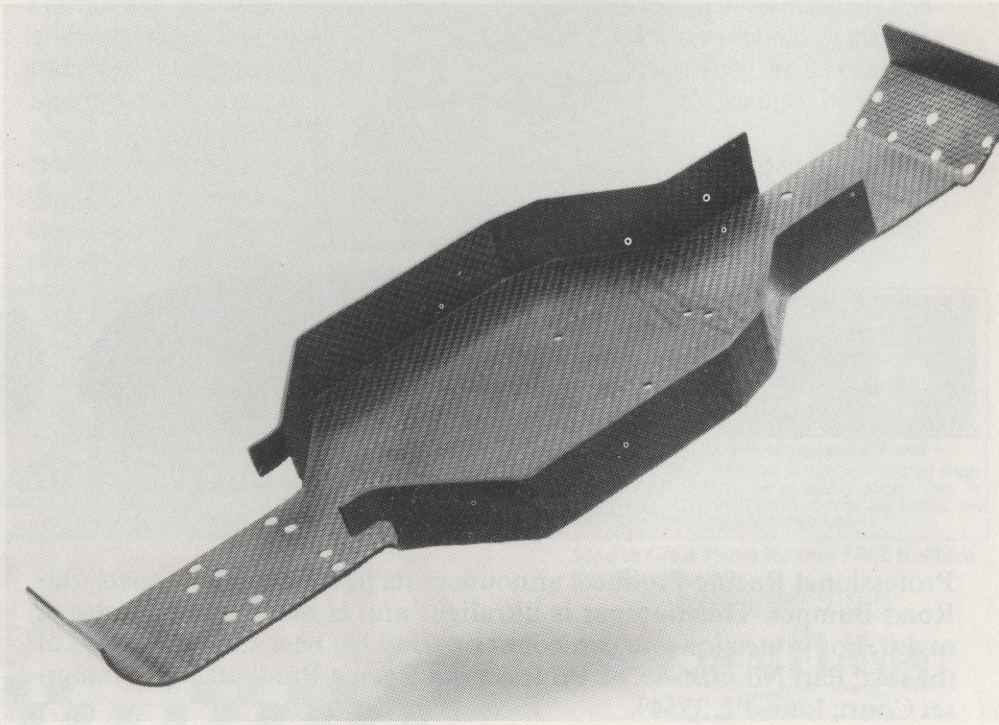
Magic Motorsports Part No. MM506 Yokomo YZ10 Rear Hub Carrier super strong aluminum rear hub carriers. $39.95. Available now thru Trinity Products, Inc. 1901 E. Linden Ave., #8, Linden, NJ 07036, (201) 862-1705.

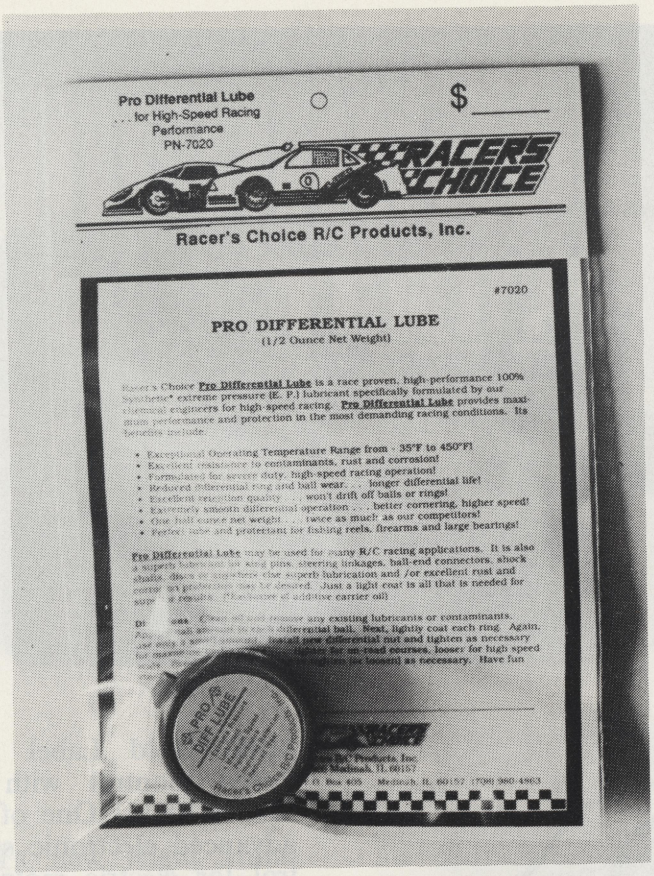


MRC Gold Label Electronic Speed Control with Reverse: Model PK151 One of the most advanced electronic speed control for electric motor-powered cars. This Gold Label forward and reserve speed control comes with motor connectors to fit many popular R/C cars plus a servo connector that fits MRC and Futaba radio control systems using J connectors. MRC, 200 Carter Dr., P. O. Box 267, Edison, NJ 08818.

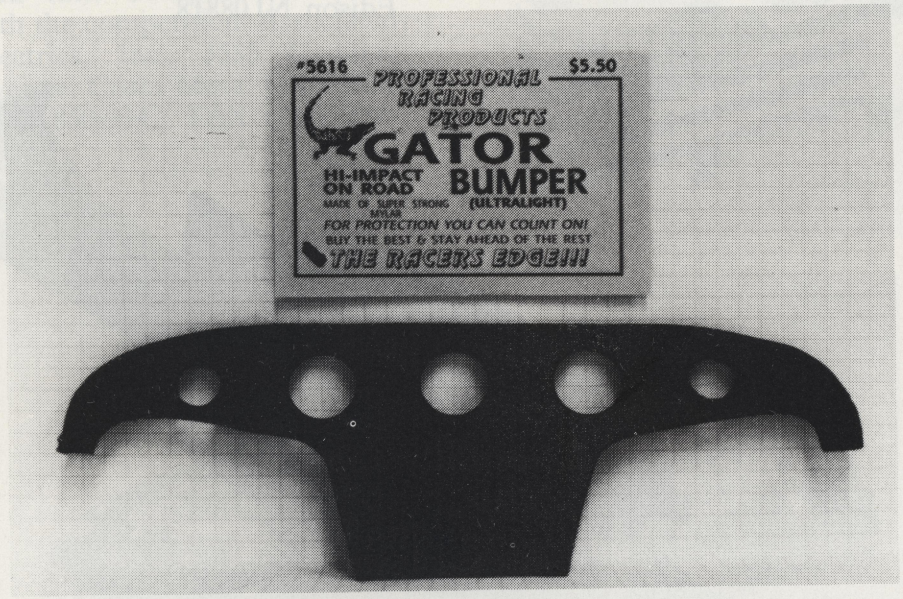
Horizon Hobby Distributors, Inc., and Fusion Speed have just released a new, 100% graphite RC10 chassis tub. This graphite model is stronger than aluminum or graphite composite chassis, and Fusion Speed's version reduces the weight by three ounces over the aluminum tub.

Using the design of the original RC10 aluminum tub, Fusion Speed retained the high sidewalls that interlock the front and rear suspension to give the chassis exceptional torsional rigidity. Since it is made of 100% graphite, the chassis bends under extreme loads, yet returns to its original shape: this prevents bent or tweaked chassis. Retail $99.95. Horizon Hobby Distrubutors, Inc., 3102 Clark Road, Champaign, IL 61821.





Racer's Choice new Pro Differential Lube is a race proven, high performance synthetic E.P. (extreme pressure) lubricant. Its use will make diffs much smoother while considerably reducing ring and ball wear. Temperature range? No problem. That is unless you like racing where its below -40F or over +45F! Racer's Choice Products are available only through hobby shops. Pro Differential Lube retails for $4.95. Ask for product number 7020. Racer's Choice Products, Inc., P. O. Box 405, Medinah, IL 60157, (708) 980-4863.



Professional Racing Products announces its new Gator Hi-Impact On-Road Bumper. This bumper is ultralight and is made of super strong mylar. For protection you can count on! Buy the best and stay ahead of the rest! Part No. 5616 $5.50. Professional Racing Products, 709 Timberset Court, Lutz, FL 33549.

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Kick Asphalt!

Many top drivers in on-road competitions choose **DuraTrax foam tires** and **BBS wheels** for their cars.

For them, price isn't always a major concern. It's hard to put a dollar sign on a first-place finish.

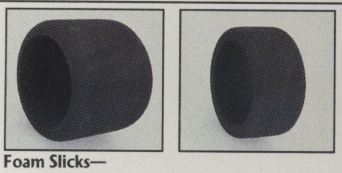
But it certainly doesn't hurt that these tires and wheels are priced lower than you've ever seen for on-road traction of such superior quality.

You can choose from compounds that are perfectly matched for whatever surface you race on. Maximum traction soft compounds, all purpose compounds, and long-lasting hard compounds give your car a road grabbing edge. They're available mounted on super-strong BBS wheels and pre-trued, or as pre-trued foam donuts, in front and rear styles—twelve different combinations in all. The quality you serious competitors want, at a price that makes getting the gold quite a bargain.

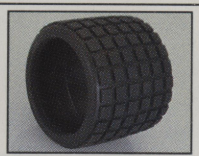
DuraTrax also offers inexpensive medium rubber tires for buggy drivers ready for takin' it to the streets. Special on-road wheels make the conversion so simple, you don't even need adapters. They are an exact fit for your Kyosho, Tamiya, JR-X2, or RC10 buggy.

Being king of the road is easier than ever, thanks to the economical selection of DuraTrax on-road tires and BBS wheels.

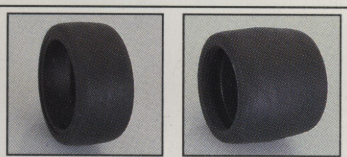
BBS Style Wheels—
Fit all on-road cars. Fronts and rears available.



Foam Slicks—
Available mounted and trued on BBS wheels or donuts in three traction compounds. Available in fronts and rears in blue, green or yellow.



100% Rubber Block Tread Tire—
Designed to fit all rear on-road wheels.



100% Rubber Slicks—
Long lasting, high traction. Designed to fit all on-road and BBS wheels, front and rear.

On-Road Conversion Wheels—
Designed to turn your off-road buggy into an on-road screamer. They fit RC10, JRX2, Kyosho and Tamiya cars without using adapters.

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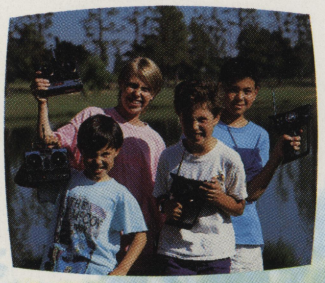
CHANNEL TWO ACTION NEWS.

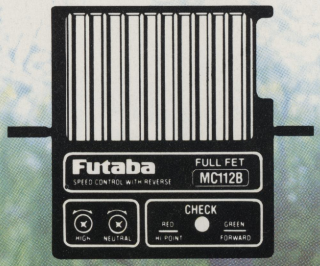


Make waves at the local pond. Kick up some dirt at the local park. Wherever RC models are moving and shaking, Futaba systems have them under control.

The new 2NCS Attack-Sport has everything it takes to graduate to true component radio control, with SMT-built S148 servos, BEC-equipped, narrow band R102JE receiver. For the versality of servo reversing in your 2 channel buggy or boat, there's also the dual stick 2NBR.

Or turn a parking lot into a raceway with a Magnum, Sport. Get behind the wheel of this pistolgrip 2 channel and really get into the fast groove.

Top gun in the playground? Reach for the Magnum Junior and the crowd will go wild as you instantly adjust the steering rate to handle the tricky stuff.

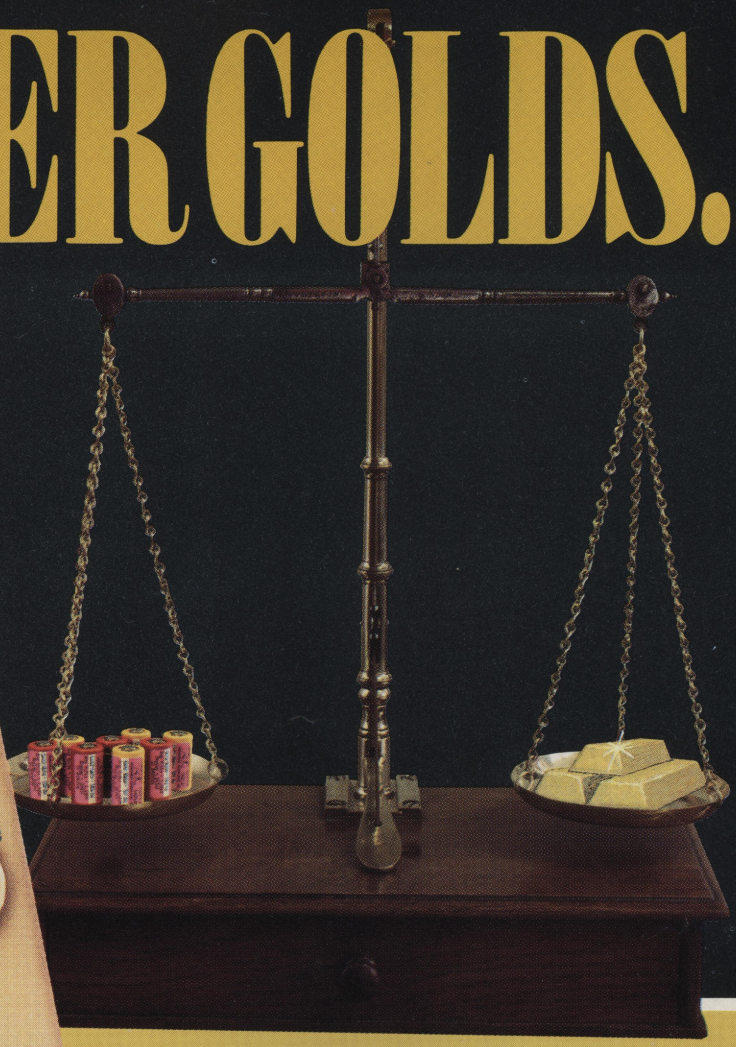


And there's more. Magnum Sport and Junior systems can be spec'd out with an MC112B electronic speed control. With solid state, MOS/FET controls for forward, brake and single-speed reverse, the MC112B is a plug-in, hassle free replacement for the mechanical/resistor-type controllers provided in most kits. Get in on the action and make some news of your own.

Futaba

P.O. Box 19767/Irvine, CA 92713-9767

PTi SUPER GOLDS...



worth their weight in gold!

If you're serious about racing, you want the best equipment.

For your batteries, you spend a few hundred bucks on equipment, buy a few hundred cells and then spend a few hundred hours testing — to get some pretty-good stuff, if you're lucky. Or you can buy PTi Super Golds!

Precision tested on computerized LAVco matching equipment, thousands of cells go through rigorous charge/discharge cycles. Only the best make it to the Super Gold pack.

Every cell in your Super Gold pack must be within 3-seconds of the others . . . now that's Precision Matching!

Each cell labeled with capacity, voltage and total energy.

See PTi Super Gold today at your local hobby store or race track.
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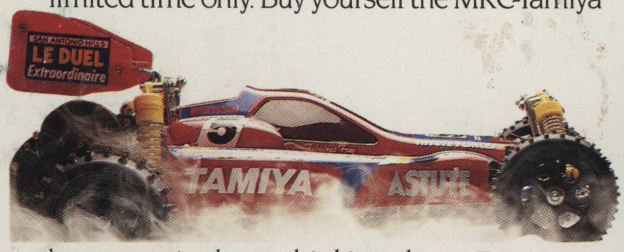
WE SEPARATE THE BEST FROM THE REST!

SIZZLING SUMMER SPECIAL

Buy an MRC-Tamiya off-road buggy kit and get a battery free

This incredible summer special is for a limited time only. Buy yourself the MRC-Tamiya



buggy you've been thinking about. Two- or four-wheel drive. Truck or car (any one except the Blackfoot). And the battery is yours free. (This quality battery could cost you up to $25.)

Here's how it works. When you buy your buggy kit, send us the section of either end panel of the box that has MRC's address with the kit name above it, along with your dated* register receipt signed by your dealer. Include your name and mailing address along with $2 for postage and handling. And we'll send you the battery. That's all there is to it.

Rechargeable, 7.2 volt, nickel cadmium battery FREE.

Remember, this is a quality 7.2 volt nickel/cadmium battery with a retail value that could be up to $25 or more. But you've got to act now.

*Requests for batteries must be U. S. postmarked by Sept. 10, 1990. Kit must be purchased between May 15 and September 10, 1990. Offer good only for kits bought in the U. S.

(This offer limited to MRC-Tamiya off-road radio control buggy kits, except the Blackfoot.)

MRC TAMIYA

Model Rectifier Corporation
200 Carter Drive, Edison, NJ 08817